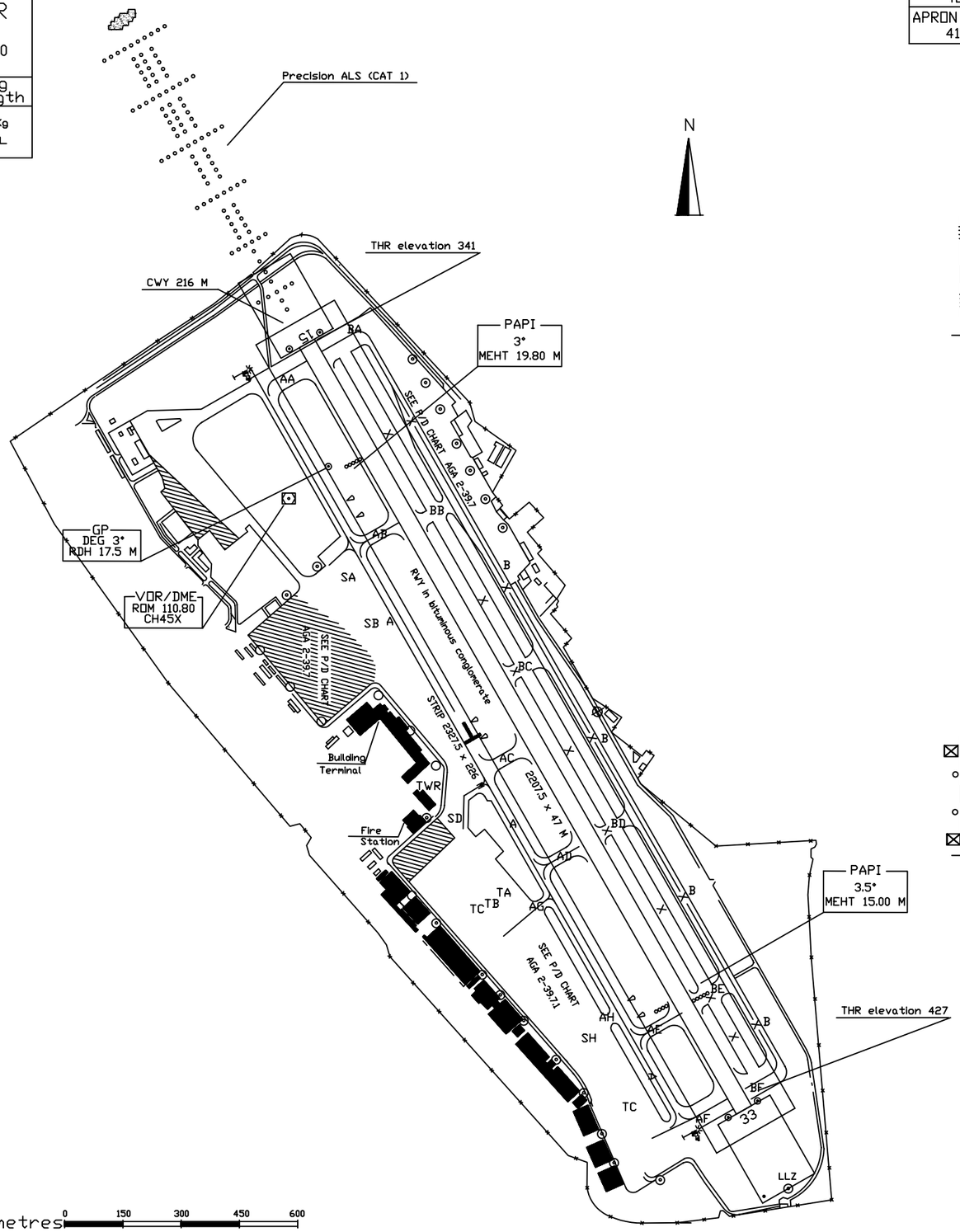
AD ELEV 427	ROMA/CIAMPINO	
APRON ELEV 419	L I R A	41°47'58" N 012°35'50" E

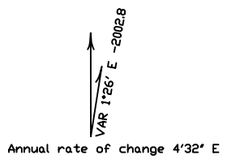
Bearings are magnetic
Distances in metres
Elevation inFT AMSL
Coordinates WGS84

TWR 120.50

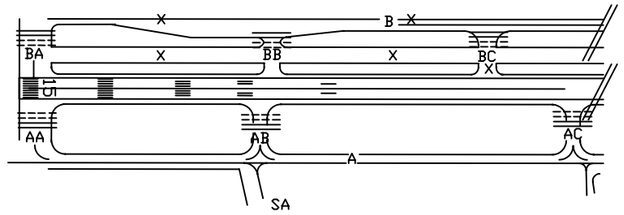
RWY	QFU	THR	bearing strength
15	151°	N 41°48'29".01 E 012°35'19".78	35.000 Kg SIWL
33	331°	N 41°47'25".43 E 012°36'03".62	

CHANGE: CWY RWY 15 deleted

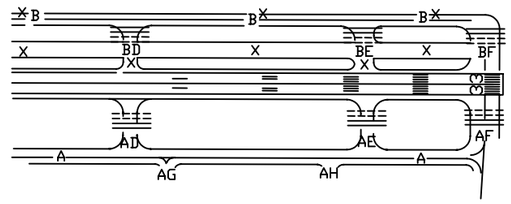




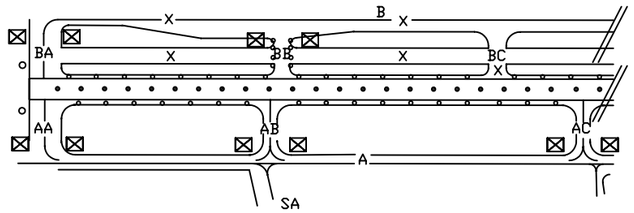
MARKING AIDS



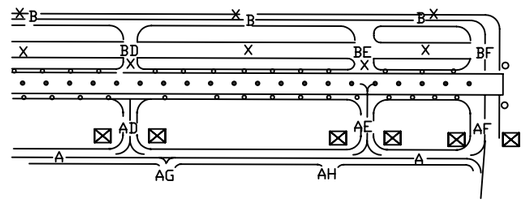
MARKING AIDS



LIGHTING AIDS



LIGHTING AIDS



TWY IDENT	WIDTH	bearing strength
BA	75	18000 Kg SIWL
BF		18000 Kg SIWL
AA		35000 Kg SIWL
AF		35000 Kg SIWL
AB	35	
AC		
AD		
AE		35.000 Kg SIWL
AG		
AH		
A	23	35000 Kg SIWL
B	22	18000 Kg SIWL
BB	36	PCN 19-18.000 Kg SIWL

AIRCRAFT PARKING DOCKING CHART – ICAO

Bearings are magnetic Distances in metres Elevation in FT AMSL Coordinates WGS84	TWR 120.50

APRON	
LIGHTING	BEARING STRENGTH
Edge: B	PCN 80 R/A/W/T

REMARK

(1) PRKG ON MIL STANDS W1 TO W22 AND ON MIL STANDS 101 TO 109 AVBL ONLY PREVIOUS REQUEST TO 31ST WING BASE OPS OFFICE PN 48HR IN ADVANCE FROM ETA, TEL NR +390679702632 FAX NR +390679702204

(2) START UP POINT T1

(3) START UP POINT T2

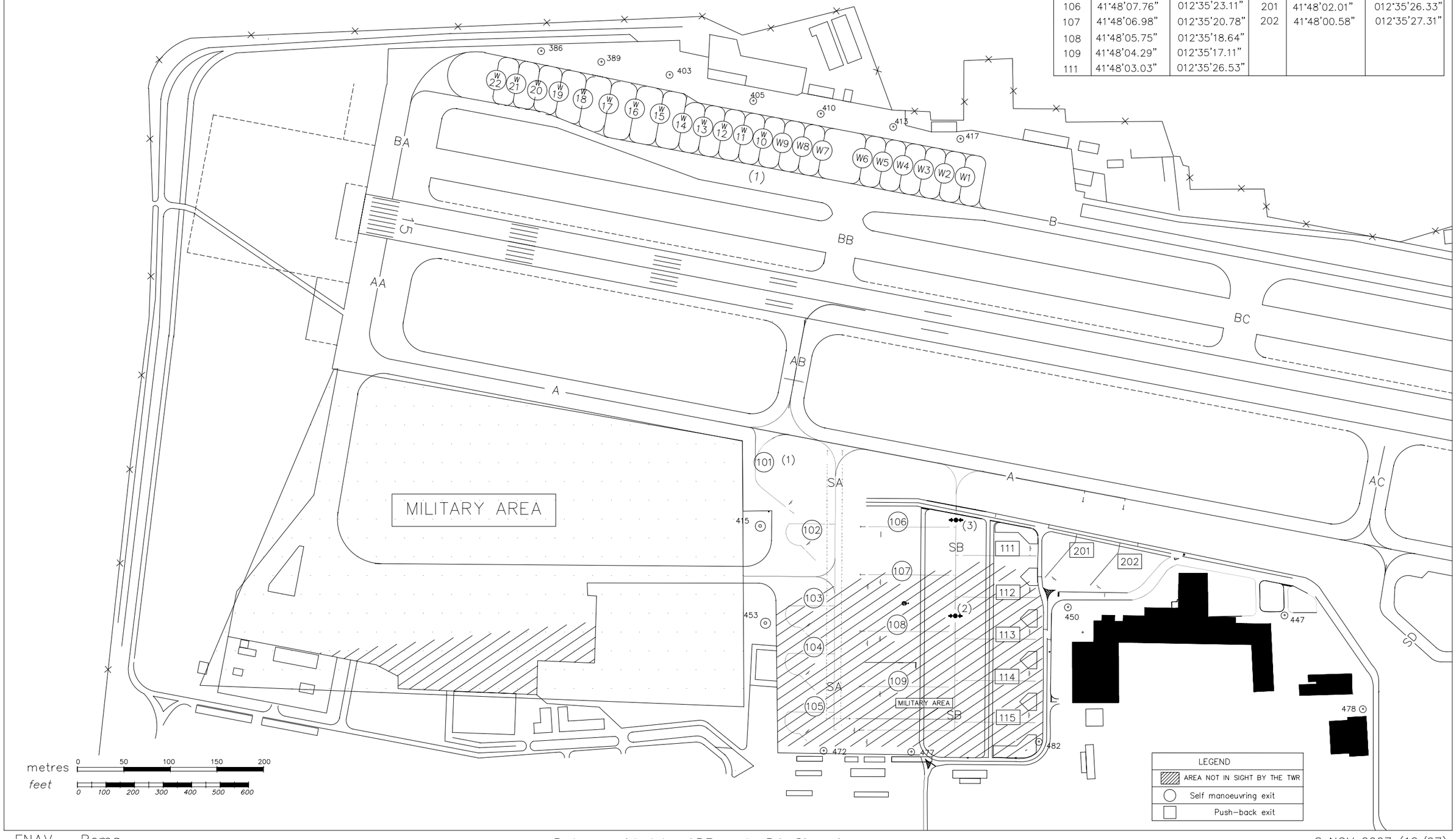
NORTH/EAST AND NORTH/WEST AREAS

AD ELEV 427	ROMA/CIAMPINO	
APRON ELEV 419	L I R A	41°47'58" N 012°35'50" E

VAR 1°26' E –2002.8

Annual rate of change 4'32" E

STANDS	N	E	STANDS	N	E
101	41°48'10.87"	012°35'21.20"	112	41°48'02.13"	012°35'24.96"
102	41°48'09.51"	012°35'20.21"	113	41°48'01.23"	012°35'23.39"
103	41°48'07.73"	012°35'17.10"	114	41°48'00.32"	012°35'21.82"
104	41°48'06.69"	012°35'15.32"	115	41°47'59.42"	012°35'20.25"
105	41°47'05.42"	012°35'12.12"			
106	41°48'07.76"	012°35'23.11"	201	41°48'02.01"	012°35'26.33"
107	41°48'06.98"	012°35'20.78"	202	41°48'00.58"	012°35'27.31"
108	41°48'05.75"	012°35'18.64"			
109	41°48'04.29"	012°35'17.11"			
111	41°48'03.03"	012°35'26.53"			



CHANGE: REMARKS

Data provided by ADR and DA Ciampino

AIRCRAFT PARKING DOCKING CHART – ICAO

Bearings are magnetic Distances in metres Elevation in ft AMSL Coordinates WGS84	TWR 120.50
APRON	
LIGHTING	BEARING STRENGTH
Edge: B	PCN 80 R/A/W/T

REMARKS:

(1) Manoeuvring area is defined and delimited as follows: RWY 15/33, TWY A, TWY B and related intersections AA–AB–AC–AD–AE–AF–BA–BB–BC–BD–BE–BF. All GND movements along all aprons with caution under pilots responsibility and according to AVBL SFC movement guidance system and marking such as approved by the appropriate AD authorities.

(2) Push–back compulsory for ACFT max wingspan 52 m moving in and out stand 512.

(3) Mouvement (IN/OUT) "area GOLF" of aircraft only TOWED (see AGA 2 Item 20 point 7)

(4) Marked area only for "Helicopter Hovering"

(5) Stand 412–413–414–415–416 for helicopters only

SOUTH AREA

AD ELEV 427	ROMA/CIAMPINO
APRON ELEV 419	LIRA — 41°47'58" N 012°35'50" E

STANDS	N	E	STANDS	N	E	STANDS	N	E
301	41°47'52.82"	012°35'33.14"	404	41°47'37.92"	012°35'43.36"	506	TBD	TBD
302	41°47'51.94"	012°35'32.88"	405	41°47'36.76"	012°35'43.87"	507	TBD	TBD
303	41°47'51.11"	012°35'32.76"	406	41°47'35.71"	012°35'44.98"	508	TBD	TBD
304	41°47'50.36"	012°35'32.44"	407	41°47'34.98"	012°35'45.74"	509	TBD	TBD
305	41°47'49.43"	012°35'31.44"	408	41°47'34.33"	012°35'47.13"	510	TBD	TBD
306	41°47'48.70"	012°35'30.22"	409	41°47'36.09"	012°35'38.65"	511	41°47'21.52"	012°35'49.94"
307	41°47'47.98"	012°35'28.99"	410	TBD	TBD	512	41°47'20.49"	012°35'52.54"
308	41°47'45.34"	012°35'28.83"				513	41°47'21.50"	012°35'54.82"
309	41°47'44.36"	012°35'29.44"	412	41°47'38.02"	012°35'37.65"	514	41°47'22.40"	012°35'55.97"
310	41°47'43.89"	012°35'30.43"	413	41°47'37.30"	012°35'38.40"			
311	41°47'42.46"	012°35'31.79"	414	41°47'34.92"	012°35'40.99"			
312	41°47'41.84"	012°35'32.54"	415	41°47'33.69"	012°35'42.17"			
313	41°47'41.37"	012°35'33.21"	416	41°47'32.92"	012°35'42.98"			
314	41°47'39.43"	012°35'35.16"	501	41°47'31.16"	012°35'44.20"			
315	41°47'38.48"	012°35'36.09"	502	41°47'30.40"	012°35'45.25"			
401	41°47'40.61"	012°35'41.46"	503	41°47'29.59"	012°35'46.12"			
402	41°47'40.36"	012°35'40.80"	504	41°47'28.63"	012°35'46.77"			
403	41°47'39.25"	012°35'41.96"	505	41°47'27.71"	012°35'47.40"			

VAR 2° E – 2008.4

Annual rate of change 4'93" E

CHANGE: New stands layout, VAR

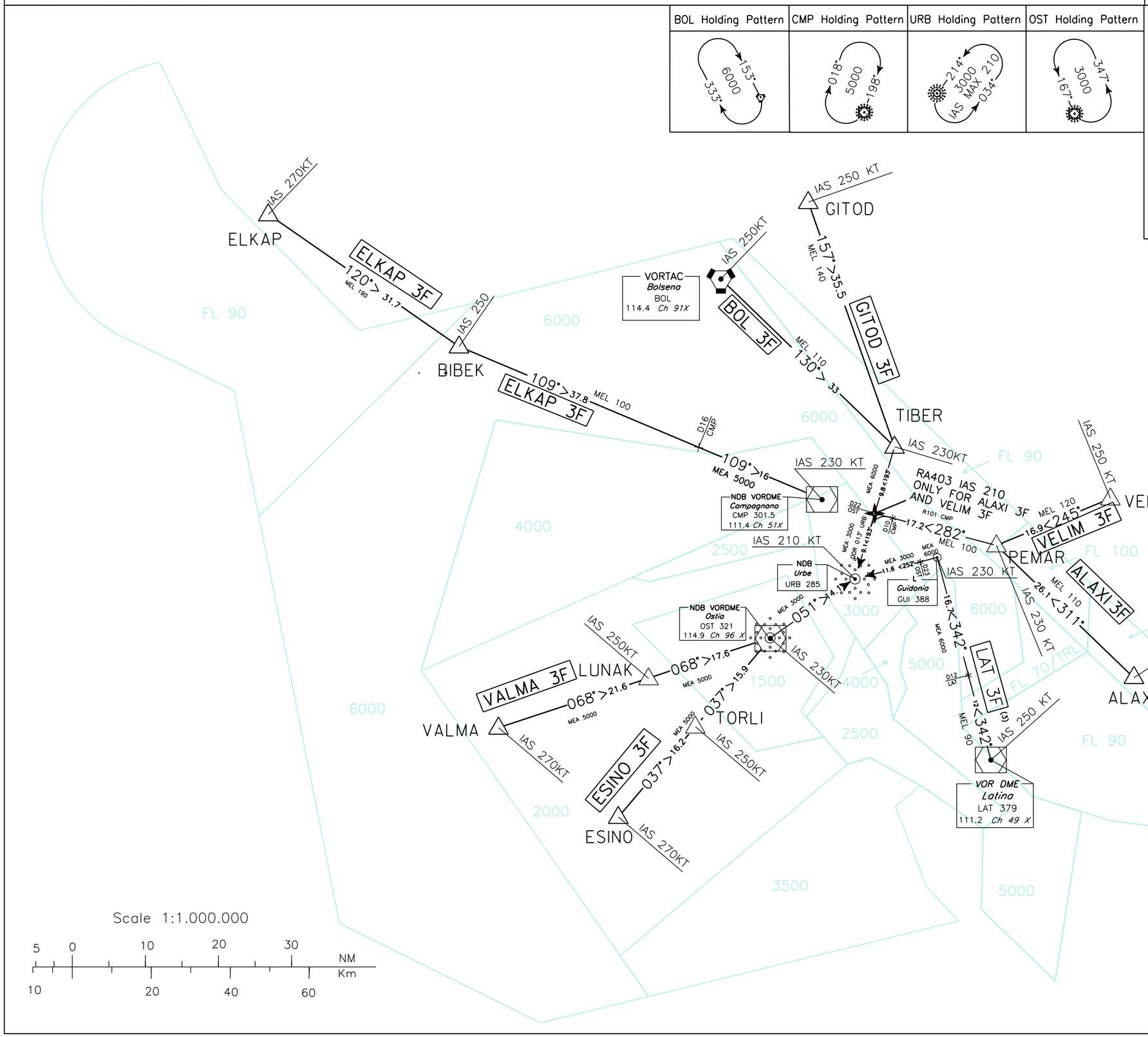
Data provided by ADR

DOC 8168 4 ED. AMD 13

NEW CHART

STARs PER ROMA CIAMPINO
STARs TO ROMA CIAMPINO

STAR BRNAV – CONVENTIONAL



REMARKS:

(1) For all routes not specifically BRNAV, reported MEL/MEA are referred to conventional navigation. For BRNAV navigation (overlay) radar minima (MRVA) apply.

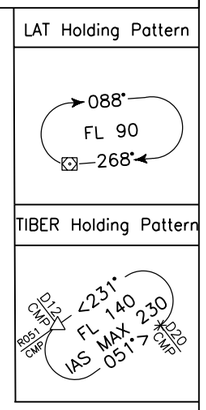
(2) For details on holding patterns see ENR 3.

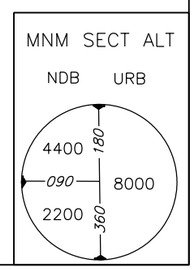
(3) In order to grant military activity within Latina CTR the route LAT 3G may be planned by flights:

a) departing from aerodromes sited within Roma FIR

b) coming from other FIR on weekends

c) coming from other FIR from Monday to Friday if operating at FL200 or above





STAR Roma Ciampino

ELKAP 3F
ELKAP – BIBEK – CMP VORDME.
MEL/MEA: ELKAP – BIBEK: FL 190; BIBEK – RDL 289/D16 CMP VORDME: FL 100; RDL 289/D16 CMP VORDME – CMP VORDME: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ELKAP	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	BIBEK	120°	L	-	250	-	-	B-RNAV(1) or Conventional
HM	CMP	109°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

BOL 3F
BOL VORTAC – TIBER – URB NDB.
MEL/MEA: BOL VORTAC – TIBER: FL 110; TIBER – INT QDR 013° URB NDB/D22 OST DME: 6000 FT; INT QDR 013° URB NDB/D22 OST DME – URB NDB: 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	BOL	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	TIBER	130°	R	-	230	-	-	B-RNAV(1) or Conventional
HM	URB	193°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

GITOD 3F
GITOD – TIBER – URB NDB.
MEL/MEA: GITOD – TIBER: FL 140; TIBER – INT QDR 013° URB NDB/D22 OST DME: 6000 FT; INT QDR 013° URB NDB/D22 OST DME – URB NDB: 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GITOD	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	TIBER	157°	R	-	230	-	-	B-RNAV(1) or Conventional
HM	URB	193°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

VELIM 3F
VELIM – PEMAR – RA403(2) – URB NDB.
MEL/MEA: VELIM – PEMAR: FL 120; PEMAR – RA403: FL 100; RA403 – URB NDB: 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VELIM	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	PEMAR	245°	R	-	230	-	-	B-RNAV(1) or Conventional
TF	RA403	282°	L	-	210	-	-	B-RNAV(1) or Conventional
HM	URB	193°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) For conventional navigation performance the turn to URB NDB shall start at R101/D10 CMP VORDME

ALAXI 3F
ALAXI – PEMAR – RA403 (2)– URB NDB.
MEL/MEA: ALAXI – PEMAR: FL 110; PEMAR – RA403: FL 100; RA403 – URB NDB: 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ALAXI	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	PEMAR	311°	L	-	230	-	-	B-RNAV(1) or Conventional
TF	RA403	282°	L	-	210	-	-	B-RNAV(1) or Conventional
HM	URB	193°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) For conventional navigation performance the turn to URB NDB shall start at R101/D10 CMP VORDME

LAT 3F
LAT VORDME – GUI L – URB NDB.
MEL/MEA: LAT VORDME – RDL 342/D12 LAT VORDME: FL 90; RDL 342/D12 LAT VORDME – GUI L – INT QDR 072° URB NDB/D23 OST DME: 6000 FT; INT QDR 072° URB NDB/D23 OST DME – URB NDB: 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LAT	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	GUI	342°	L	-	230	-	-	B-RNAV(1) or Conventional
HM	URB	252°	-		210			B-RNAV(1) or Conventional

(1) P-RNAV recommended

ESINO 3F
ESINO – TORLI – OST VORDME– URB NDB.
MEL/MEA: ESINO – OST VORDME: 5000 FT; OST VORDME – URB NDB: 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ESINO	-			270	-	-	B-RNAV(1) or Conventional
TF	TORLI	037°	-	-	250			B-RNAV(1) or Conventional
TF	OST	037°	R	-	230	-	-	B-RNAV(1) or Conventional
HM	URB	051°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

VALMA 3F
VALMA – LUNAK – OST VORDME – URB NDB.
MEL/MEA: VALMA – LUNAK – OST VORDME: 5000 FT; OST VORDME – URB NDB: 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VALMA	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	LUNAK	068°	-	-	250	-	-	B-RNAV(1) or Conventional
TF	OST	068°	L	-	230	-	-	B-RNAV(1) or Conventional
HM	URB	051°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

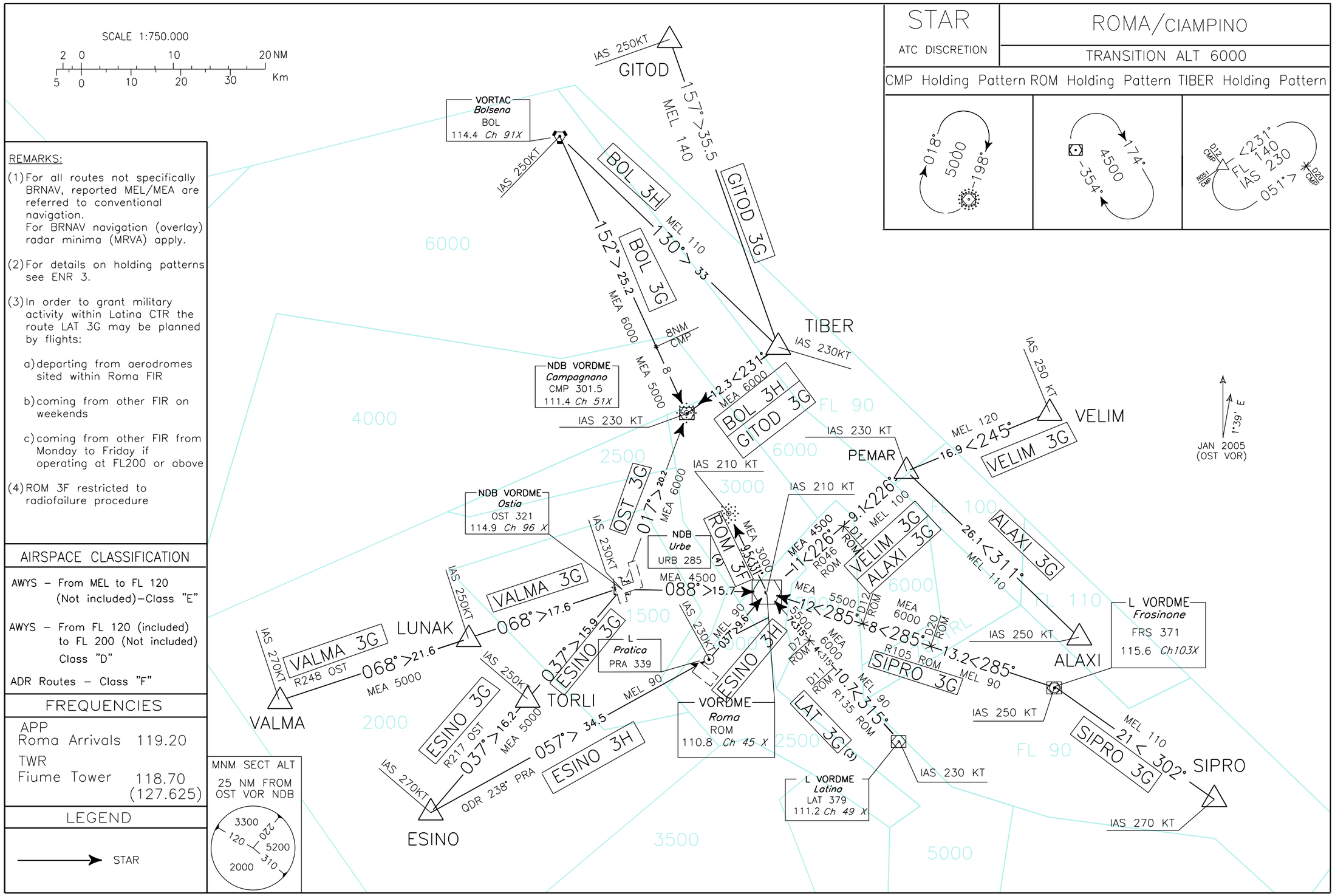
Waypoint	Latitude	Longitude	CRCV
ALAXI	N41440512	E013205160	E2EFA3A0
BIBEK	N42262752	E011150545	134EA102
BOL	N42370627	E012025542	F8F4BA39
CMP	N42072549	E012225319	
ELKAP	N42431579	E010383880	80EC9681
ESINO	N41230499	E011474100	37636980
GITOD	N42480125	E012183852	55EEBD48
GUI	N41595900	E012442000	3C708A10
LAT	N41322794	E012550445	B9F162C6
LUNAK	N41421170	E011521371	11243496
OST	N41481375	E012141503	82DFAD44
PEMAR	N42014701	E012551000	74859F45
RA403	N42054449	E012323822	9AFB80CC
TIBER	N42145595	E012355640	96106CEA
TORLI	N41354801	E012010600	BE1EBC57
URB	N41564236	E012292436	A76B1489
VALMA	N41343801	E011251700	6D59BE94
VELIM	N42083231	E013155457	DD80056A

STAR ROMA/CIAMPINO

ATC DISCRETION

TRANSITION ALT 6000

CMP Holding Pattern ROM Holding Pattern TIBER Holding Pattern



CHANGE: CORRECTION TO STAR ID "BOL3H"

REMARKS:

(1) For all routes not specifically BRNAV, reported MEL/MEA are referred to conventional navigation.
For BRNAV navigation (overlay) radar minima (MRVA) apply.

(2) For details on holding patterns see ENR 3.

(3) In order to grant military activity within Latina CTR the route LAT 3G may be planned by flights:

a) departing from aerodromes sited within Roma FIR

b) coming from other FIR on weekends

c) coming from other FIR from Monday to Friday if operating at FL200 or above

(4) ROM 3F restricted to radiofailure procedure

AIRSPACE CLASSIFICATION

AWYS – From MEL to FL 120 (Not included)–Class "E"

AWYS – From FL 120 (included) to FL 200 (Not included) Class "D"

ADR Routes – Class "F"

FREQUENCIES

APP
Roma Arrivals 119.20

TWR
Fiume Tower 118.70 (127.625)

LEGEND

STAR

MNM SECT ALT
25 NM FROM OST VOR NDB
3300 120 220 5200 310 2000

STAR Roma Ciampino (ATC discretion)

BOL 3G
BOL VORTAC – CMP VOR/DME.
MEL/MEA: BOL VORTAC – RDL 332/D8 CMP VOR/DME: 6000 FT; RDL 332/D8 CMP VOR/DME – CMP VOR/DME: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	BOL	-	-	-	250	-	-	B-RNAV(1) or Conventional
HM	CMP	152°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

BOL 3H
BOL VORTAC – TIBER – CMP VORDME.
MEL/MEA: BOL VORTAC – TIBER: FL 110; TIBER – CMP VORDME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	BOL	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	TIBER	130°	R	-	230	-	-	B-RNAV(1) or Conventional
HM	CMP	231°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

GITOD 3G
GITOD – TIBER – CMP VORDME.
MEL/MEA: GITOD – TIBER: FL 140; TIBER – CMP VORDME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GITOD	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	TIBER	157°	R	-	230	-	-	B-RNAV(1) or Conventional
HM	CMP	231°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

ROM 3F (RADIOFAILURE)
ROM VORDME – URB NDB.
MEA: ROM VOR/DME – URB NDB: 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ROM	-	-	-	210	-	-	B-RNAV(1) or Conventional
HM	URB	331°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

RMK: RESTRICTED TO RADIOFAILURE PROCEDURE

VELIM 3G
VELIM – PEMAR – ROM VOR/DME.
MEL/MEA: VELIM – PEMAR: FL 120; PEMAR – RDL 046/D11 ROM VOR/DME: 6000 FT; RDL 046/D11 ROM VORDME – ROM VOR/DME: 4500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VELIM	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	PEMAR	245°	L	-	230	-	-	B-RNAV(1) or Conventional
HM	ROM	226°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

ALAXI 3G
ALAXI – PEMAR – ROM VOR/DME.
MEL/MEA: ALAXI – PEMAR: FL 110; PEMAR – RDL 046/D11 ROM VORDME: FL 100; RDL 046/D11 ROM VOR/DME – ROM VOR/DME: 4500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ALAXI	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	PEMAR	311°	L	-	230	-	-	B-RNAV(1) or Conventional
HM	ROM	226°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

SIPRO 3G
SIPRO – FRS VOR/DME – ROM VOR/DME.
MEL/MEA: SIPRO – FRS VOR/DME: FL 110 ; FRS VOR/DME – RDL 105/D20 ROM VOR/DME: FL 90; RDL 105/D20 ROM VOR/DME – RDL 105/D12 ROM VOR/DME: 6000 FT; RDL 105/D12 ROM VOR/DME – ROM VOR/DME: 5500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SIPRO	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	FRS	302°	L	-	250	-	-	B-RNAV(1) or Conventional
HM	ROM	285°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

LAT 3G
LAT VOR/DME – ROM VOR/DME.
MEL/MEA: LAT VOR/DME – RDL 135/D11 ROM VOR/DME: FL 90; RDL 135/D11 ROM VOR/DME – RDL 135/D7 ROM VOR/DME: 6000 FT; RDL 135/D7 ROM VOR/DME – ROM VOR/DME: 5500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LAT	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	ROM	315°	-	-	210			B-RNAV(1) or Conventional

(1) P-RNAV recommended

ESINO 3G
ESINO – TORLI – OST VOR/DME – ROM VOR/DME.
MEA: ESINO – TORLI – OST VOR/DME: 5000 FT; OST VOR/DME – ROM VOR/DME: 4500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ESINO	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	TORLI	037°			250			B-RNAV(1) or Conventional
TF	OST	037°	R	-	230	-	-	B-RNAV(1) or Conventional
HM	ROM	088°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

ESINO 3H
ESINO – PRA L – ROM VOR/DME.
MEL: ESINO – PRA L – ROM VOR/DME: FL 90 (FOR ATC REASONS, LOWER LEVELS ATC/RADAR)

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ESINO	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	PRA	058°	L	-	230			B-RNAV(1) or Conventional
HM	ROM	037°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

VALMA 3G
VALMA – LUNAK – OST VOR/DME – ROM VOR/DME.
MEA: VALMA – LUNAK – OST VOR/DME: 5000 FT; OST VOR/DME – ROM VOR/DME: 4500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VALMA	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	LUNAK	068°	-	-	250	-	-	B-RNAV(1) or Conventional
TF	OST	068°	R	-	230	-	-	B-RNAV(1) or Conventional
HM	ROM	088°	-	-	210	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

OST 3G
OST VOR/DME – CMP VOR/DME.
MEA: OST VOR/DME – CMP VOR/DME: 6000FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
TF	OST	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	CMP	017°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

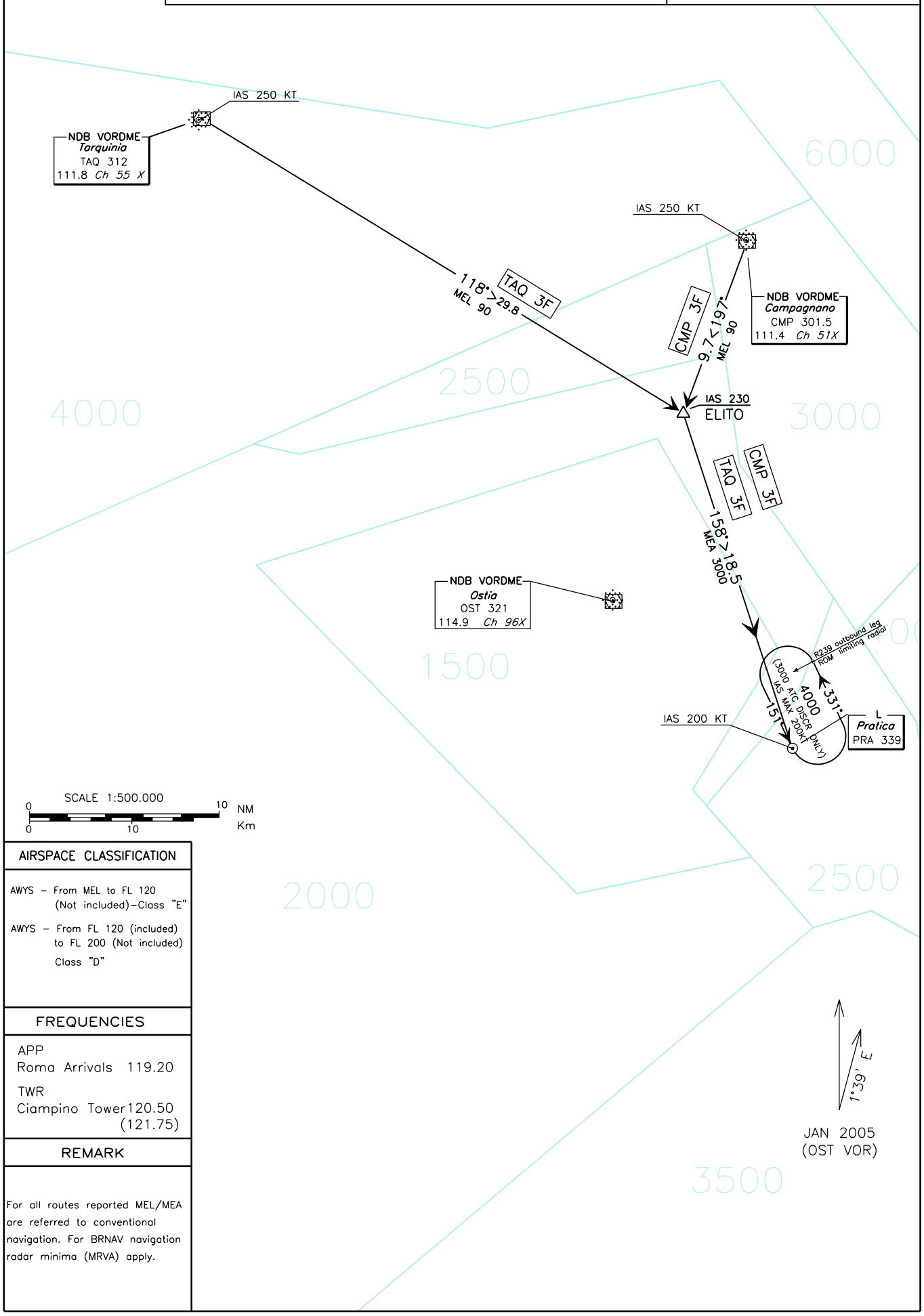
Waypoint	Latitude	Longitude	CRCV
ALAXI	N41440512	E013205160	E2EFA3A0
BOL	N42370627	E012025542	F8F4BA39
CMP	N42072549	E012225319	
ESINO	N41230499	E011474100	37636980
FRS	N41383184	E013174184	FFF2F2D8
GITOD	N42480125	E012183852	55EEBD48
LAT	N41322794	E012550445	B9F162C6
LUNAK	N41421170	E011521371	11243496
OST	N41481375	E012141503	82DFAD44
PEMAR	N42014701	E012551000	74859F45
PRA	N41404700	E012271000	7C31F535
ROM	N41481650	E012351710	AFED1145
SIPRO	N41264567	E013404990	6EE8EB62
TIBER	N42145595	E012355640	96106CEA
TORLI	N41354801	E012010600	BE1EBC57
URB	N41564236	E012292436	A76B1489
VALMA	N41343801	E011251700	6D59BE94
VELIM	N42083231	E013155457	DD80056A

STAR at ATC discretion RWY 33

ROMA/CIAMPINO

TRANSITION ALT 6000

CHANGE: REPRINTING



SCALE 1:500.000

0 10 NM

0 10 Km

AIRSPACE CLASSIFICATION

AWYS – From MEL to FL 120 (Not included)–Class "E"

AWYS – From FL 120 (included) to FL 200 (Not included) Class "D"

FREQUENCIES

APP
Roma Arrivals 119.20

TWR
Ciampino Tower 120.50 (121.75)

REMARK

For all routes reported MEL/MEA are referred to conventional navigation. For BRNAV navigation radar minima (MRVA) apply.

TAQ 3F
TAQ VOR/DME – ELITO – PRA L.
MEL/MEA: TAQ VOR/DME – ELITO: FL90; ELITO – PRA L[(2)] : 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TAQ	-	-	-	250	-	-	B-RNAV[(1)] or Conventional
TF	ELITO	118°	R	-	230	-	-	B-RNAV[(1)] or Conventional
HM	PRA	158°	-	-	200	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended
[(2)] RMK: PRA L HOLDING PATTERN INBOUND TRACK 151°, LEFT TURN

CMP 3F
CMP VOR/DME – ELITO – PRA L.
MEL/MEA: CMP VOR/DME – ELITO: FL90; ELITO – PRA L[(2)] : 3000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	CMP	-	-	-	250	-	-	B-RNAV[(1)] or Conventional
TF	ELITO	197°	L	-	230	-	-	B-RNAV[(1)] or Conventional
HM	PRA	158°	-	-	200	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended
[(2)] RMK: PRA L HOLDING PATTERN INBOUND TRACK 151°, LEFT TURN

NOTA: Le tabelle sopra riportate vengono fornite a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude	CRCV
CMP	N42072549	E012225319	
ELITO	N41581539	E012184502	054DDDCC
PRA	N41404700	E012271000	7C31F535
TAQ	N42125419	E011435735	0113373C

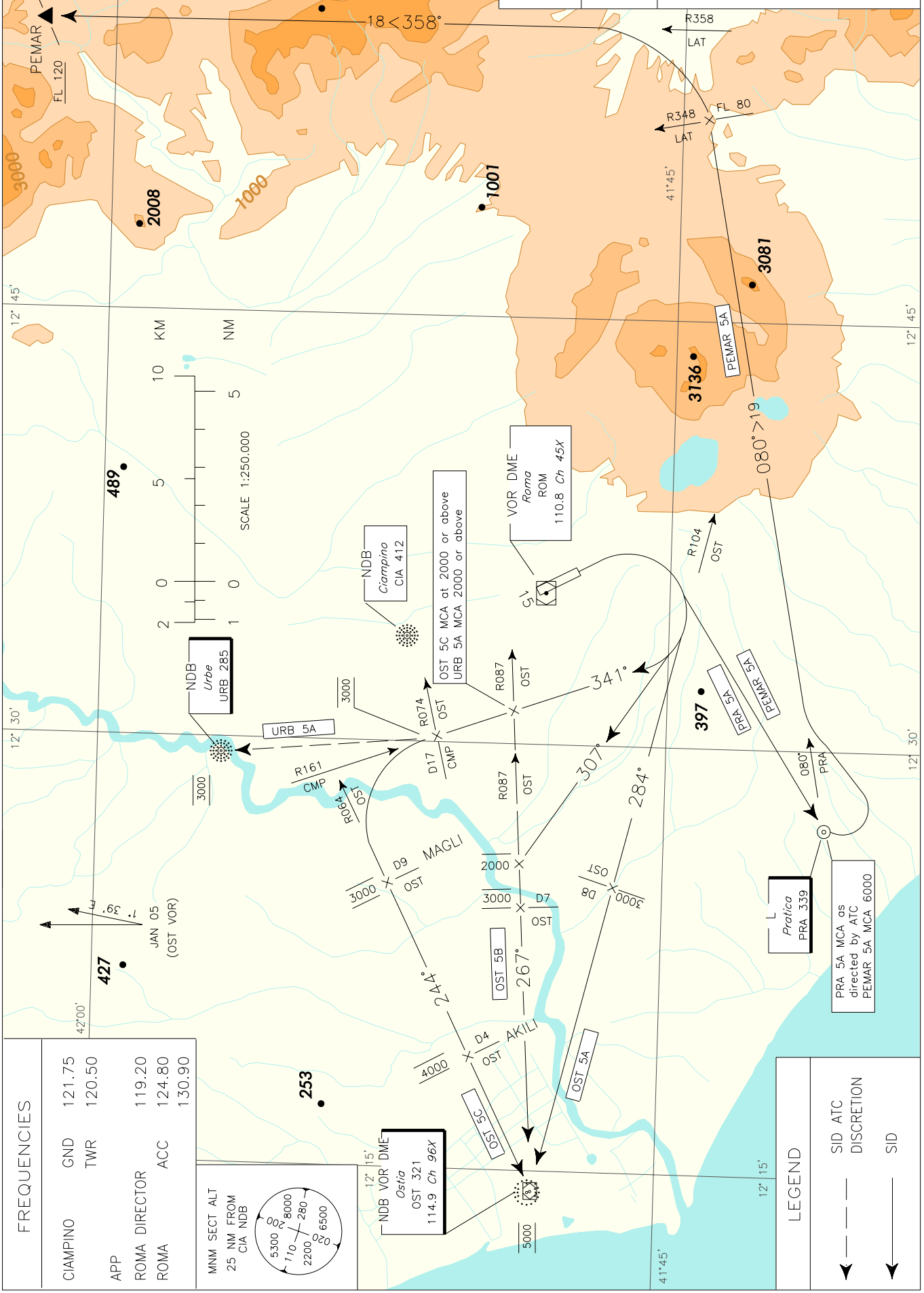
CHANGE: REPRINTING

SID

RWY 15

ROMA/ CIAMPINO

TRANSITION ALT 6000



FREQUENCIES		
CIAMPINO	GND	121.75
	TWR	120.50
APP		
ROMA DIRECTOR		119.20
ROMA	ACC	124.80
		130.90

DESCRIZIONE SID

OST 5A
Dopo il decollo virare a destra su rotta 284° (RDL104 OST VOR) per OST VOR salendo a 5000FT.

SID DESCRIPTION

OST 5A
After take-off turn right on track 284° (RDL104 OST VOR) bound to OST VOR climbing to 5000FT.

MCA: RDL104/8NM OST VOR/DME 3000FT, OST VOR 5000FT steady.

OST 5B
Dopo il decollo virare a destra su rotta 307° e salire a 2000FT fino ad intercettare e seguire RDL087 OST VOR per OST VOR. Salire a 3000FT e attraversare D7 OST DME livellati a 3000FT, quindi OST VOR livellati a 5000FT.
Si raccomanda ai piloti di attenersi scrupolosamente alla suddetta procedura.

OST 5B
After take-off turn right on track 307° climbing to 2000FT to join RDL087 OST VOR bound to OST VOR. Then climb to 3000FT cross D7 OST DME at 3000FT steady and then OST VOR at 5000FT steady.

Pilots are requested to strictly adhere to the above profile.

OST 5C
Dopo il decollo virare a destra su rotta 341° (RDL161 CMP VOR) a D17 CMP VOR (RDL074 OST VOR) virare a sinistra e seguire RDL064 OST VOR per OST VOR.

OST 5C
After take-off, turn right on track 341° (RDL161 CMP VOR) at 17 CMP DME (RDL074 OST VOR) turn left to join RDL064 OST VOR bound to OST VOR.

MCA: INT RDL161 CMP VOR/RDL 087 OST VOR 2000FT or above, INT RDL 161 D17 CMP VOR DME/RDL 074 OST VOR 3000FT steady, MAGLI 3000FT steady, AKILI 4000FT steady, OST VOR 5000FT steady (da mantenere fino a successiva autorizzazione ATC/*to maintain until further ATC clearance*)

PEMAR 5A
Dopo il decollo virare a destra per PRA L. Su PRA L virare a sinistra e procedere su QDR080° PRA L fino ad intercettare e seguire RDL358 LAT VOR per il punto PEMAR.

PEMAR 5A
After take-off turn right to PRA L. Over PRA L turn left and proceed on QDR080° PRA L until joining RDL358 LAT VOR bound to PEMAR point.

MCA/MCL: PRA L 6000FT, INT QDR080° PRA L/RDL348 LAT VOR FL80, PEMAR FL120

PRA 5A
Dopo il decollo virare a destra per PRA L. Attraversare PRA L come istruito dall' ATC.

PRA 5A
After take-off turn right bound to PRA L. Cross PRA L as cleared by ATC.

URB 5A (a discrezione ATC)
Dopo il decollo virare a destra su rotta 341° (RDL161 CMP VOR) a D17 CMP DME (RDL074 OST VOR) virare a destra per URB NDB.

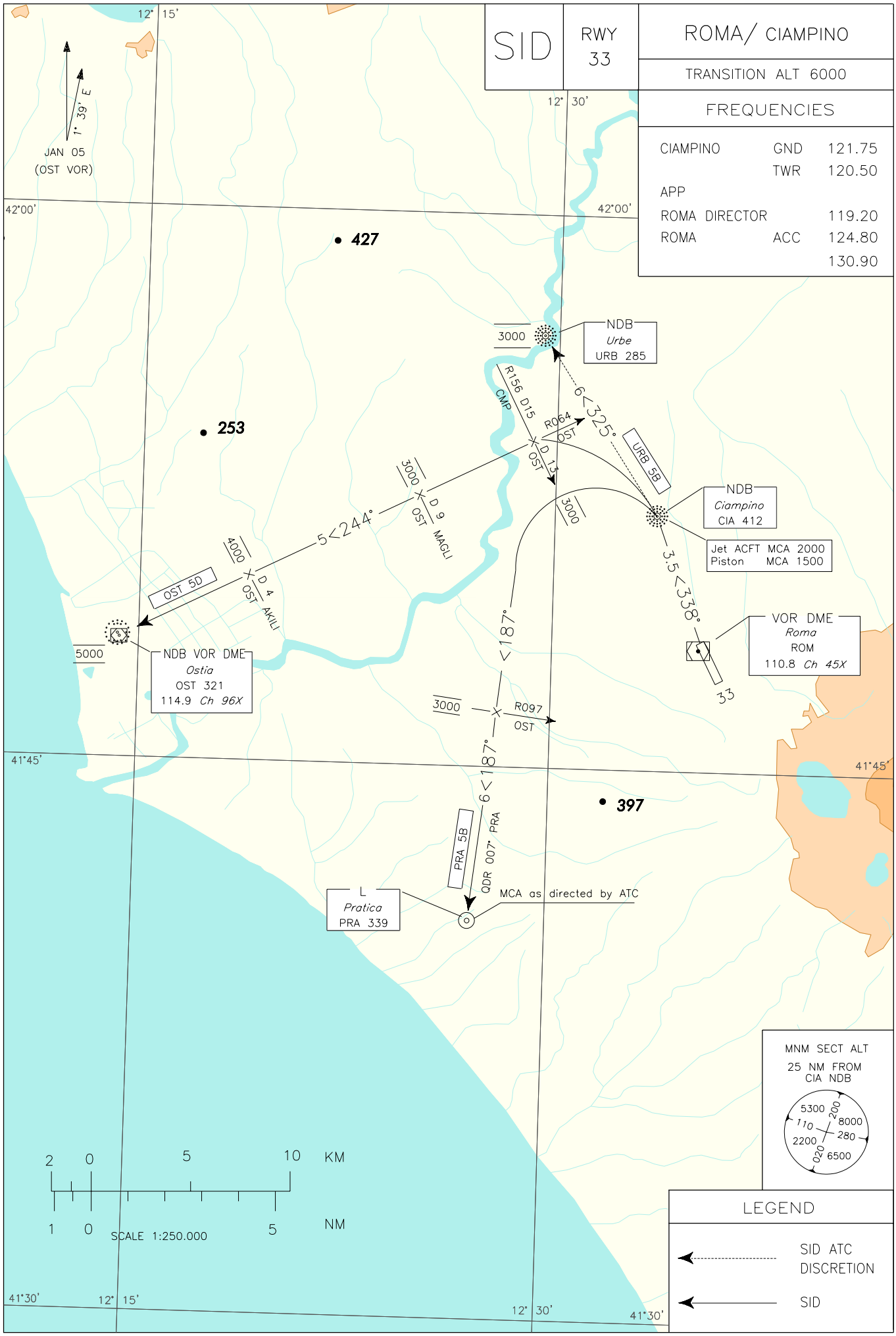
URB 5A (ATC discretion)
After take-off turn right on track 341° (RDL 161 CMP VOR) at D17 CMP DME (RDL074 OST VOR) turn right bound to URB NDB.

MCA: INT RDL161 CMP VOR/RDL087 OST VOR 2000FT or above, INT RDL 161/D17 CMP VOR DME/RDL074 OST VOR 3000FT steady, URB NDB 3000FT steady

NOTE:
1. Causa ostacoli a SE dell'aeroporto si consiglia di iniziare le virate a destra, alla fine della pista.
2. Autorizzazioni via SID OST saranno seguite da una seconda SID codificata in conformità alle SID di Roma/Fiumicino.
3. Autorizzazioni via SID URB e PRA saranno seguite da istruzioni dettagliate.
4. Tutte le virate saranno eseguite:
   - IAS non superiore a 210 KT;
   - angolo di banco 25° oppure rateo di virata non inferiore a 3°/sec. quale delle due misure comporta un banco inferiore.
5. I piloti devono adottare un gradiente minimo di salita conforme alle prescrizioni dell'Annesso 6 - ICAO per un sicuro sorvolo degli ostacoli. Tale gradiente deve essere mantenuto in ogni circostanza prevedibile.

REMARKS:
1. Due to obstacles located SE of the airport, it is suggested to start the right turn at the end of the RWY.
2. Clearances via SID OST will be followed by a second coded SID, according to Roma/Fiumicino SID.
3. Clearances via SID URB and PRA shall be followed by detailed instructions.
4. All turns shall be executed:
   - IAS not exceeding 210 KT;
   - bank angle 25° or rate of turn not less 3° per second whichever requires the lesser bank.
5. Pilots shall adopt a minimum climb gradient in accordance with ICAO - Annex 6 provisions for a safe obstacles overflying. Such climb gradient shall be maintained in any foreseeable circumstance.

CHANGE: Revised chart



DESCRIZIONE SID

OST 5 D
Procedere via CIA NDB, quindi virare a sinistra per intercettare RDL064 OST VOR per OST VOR DME.

SID DESCRIPTION

OST 5 D
Proceed via CIA NDB, then turn left to join RDL064 OST VOR bound to OST VOR DME.

MCA: CIA NDB 2000FT (1500FT per aeromobili con motore a pistoni/*for pistons engine aircraft*), INT RDL156 D15 CMP VOR DME/RDL064 D13 OST VOR DME 3000FT steady, MAGLI 3000FT steady, AKILI 4000FT steady, OST VOR 5000FT steady (da mantenere fino a successiva autorizzazione ATC/*to maintain until further ATC clearance)*

PRA 5 B
Procedere via CIA NDB, quindi virare a sinistra su rotta 187° (QDR007° PRA L) per PRA L.

PRA 5 B
Proceed via CIA NDB, then turn left on track 187° (QDR007° PRA L) bound to PRA L.

MCA: CIA NDB 2000FT (1500FT per aeromobili con motore a pistoni/*for pistons engine aircraft*), INT TR187° (QDR007° PRA L) /RDL097 OST VOR 3000FT steady, PRA L come autorizzato dall'ATC/*as cleared by ATC*

URB 5 B (A discrezione ATC)
Procedere via CIA NDB - URB NDB.

URB 5 B (ATC discretion)
Proceed via CIA NDB - URB NDB.

MCA: CIA NDB 2000FT (1500FT per aeromobili con motore a pistoni/*for pistone engine aircraft*), URB NDB 3000FT

NOTE:

1. Autorizzazioni via SID OST saranno seguite da una seconda SID codificata, in conformità alle SID di Roma/Fiumicino.
2. Autorizzazioni via SID URB e PRA saranno seguite da istruzioni dettagliate.
3. Tutte le virate saranno eseguite:
   - IAS non superiore a 210 KT;
   - angolo di banco 25° oppure rateo di virata non inferiore a 3°/sec. quale delle due misure comporta un banco inferiore.
4. I piloti devono adottare un gradiente minimo di salita conforme alle prescrizioni dell'Annesso 6-ICAO per un sicuro sorvolo degli ostacoli. Tale gradiente deve essere mantenuto in ogni circostanza prevedibile. Gradiente minimo di salita suggerito 300FT/NM fino a lasciare 2000 FT.

REMARKS:

1. Clearances via SID OST will be followed by a second coded SID, according to Roma/Fiumicino SID.
2. Clearances via SID URB and PRA shall be followed by detailed instructions.
3. All turns shall be executed:
   - IAS not exceeding 210 KT;
   - bank angle 25° or rate of turn not less than 3° per second whichever requires the lesser bank.
4. Pilots shall adopt a minimum climb gradient in accordance with ICAO-Annex 6 provisions for a safe obstacles overflying. Such climb gradient shall be maintained in any foreseeable circumstance. Suggested minimum climb gradient of 300 FT/NM until leaving 2000 FT.

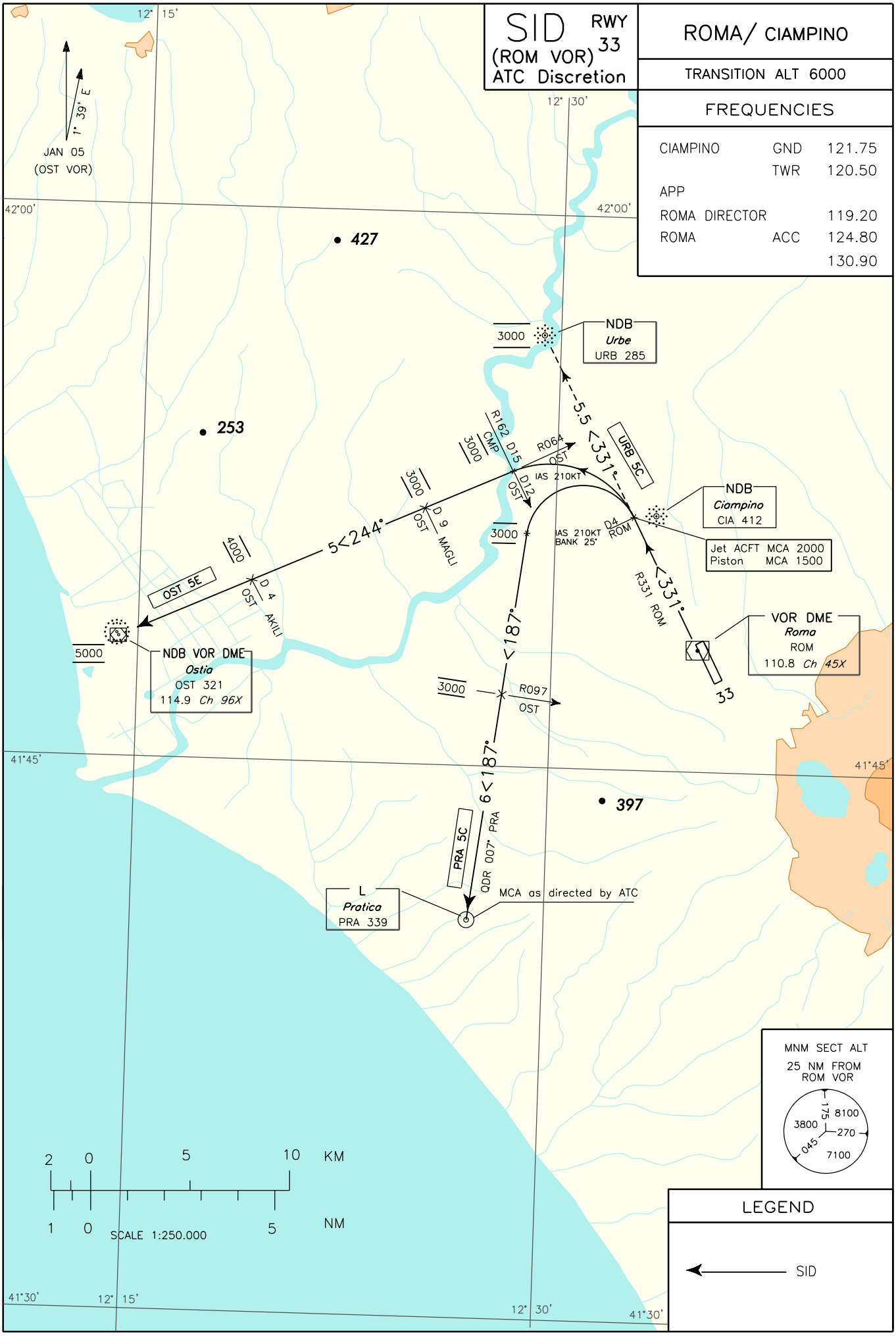
SID (ROM VOR) RWY 33 ATC Discretion

ROMA/ CIAMPINO

TRANSITION ALT 6000

FREQUENCIES

CIAMPINO	GND	121.75
	TWR	120.50
APP		
ROMA DIRECTOR		119.20
ROMA	ACC	124.80
		130.90



CHANGE: REPRINTING

DESCRIZIONE SID

OST 5E (A discrezione ATC)
Dopo il decollo virare a sinistra per intercettare e seguire TR 331° (RDL 331 ROM VOR) fino a 4 NM ROM DME, quindi virare a sinistra per intercettare e seguire TR 244° (RDL 064 OST VOR) fino a OST VOR DME.

SID DESCRIPTION

OST 5E (ATC discretion)
After take off turn left to join and follow TR 331° (RDL 331 ROM VOR) until 4 NM ROM DME, then turn left to join and follow TR 244° (RDL 064 OST VOR) bound to OST VOR DME.

MCA: RDL 331/4NM ROM VOR/DME: 2000FT (1500FT per aeromobili con motore a pistoni/*for pistons engine aircraft*), RDL064/12 NM OST VOR DME (or RDL 162/15 NM CMP VOR/DME) : 3000FT steady, MAGLI 3000FT steady, AKILI 4000FT steady, OST VOR: 5000FT steady (da mantenere fino a successiva autorizzazione ATC/*to maintain until further ATC clearance)*

PRA 5C (A discrezione ATC)
Dopo il decollo virare a sinistra per intercettare e seguire TR 331° (RDL 331 ROM VOR) fino a 4 NM ROM DME, quindi virare a sinistra TR 187° (QDR 007° PRA L) fino a PRA L.

PRA 5C (ATC discretion)
After take off turn left to join and follow TR 331° (RDL 331 ROM VOR) until 4 NM ROM DME, then turn left TR 187° (QDR 007° PRA L) bound to PRA L.

MCA: RDL 331/4 NM ROM VOR/DME: 2000FT (1500FT per aeromobili con motore a pistoni/*for pistons engine aircraft*), QDR 007° PRA L 3000FT steady, INT QDR 007° PRA L / RDL 097 OST VOR: 3000 FT steady ; PRA L come autorizzato dall'ATC/*as cleared by ATC.*

URB 5C (A discrezione ATC)
Dopo il decollo virare a sinistra per intercettare e seguire TR 331° (RDL 331 ROM VOR or QDR 151° URB NDB) fino a URB NDB.

URB 5C (ATC discretion)
After take off turn left to join and follow TR 331° (RDL 331 ROM VOR or QDR 151° URB NDB) to URB NDB.

MCA: RDL 331/4 NM ROM VOR/DME: 2000FT (1500FT per aeromobili con motore a pistoni/*for pistons engine aircraft*), URB NDB: 3000FT steady

NOTE:

1. Autorizzazioni via SID OST saranno seguite da una seconda SID codificata, in conformità alle SID di Roma/Fiumicino.
2. Autorizzazioni via SID URB e PRA saranno seguite da istruzioni dettagliate.
3. Tutte le virate saranno eseguite:
   - IAS non superiore a 210 KT;
   - angolo di banco 25° oppure rateo di virata non inferiore a 3°/sec. quale delle due misure comporta un banco inferiore.
4. I piloti devono adottare un gradiente minimo di salita conforme alle prescrizioni dell'Annesso 6-ICAO per un sicuro sorvolo degli ostacoli. Tale gradiente deve essere mantenuto in ogni circostanza prevedibile. Gradiente minimo di salita suggerito 300FT/NM fino a lasciare 2000 FT.

REMARKS:

1. Clearances via SID OST will be followed by a second coded SID, according to Roma/Fiumicino SID.
2. Clearances via SID URB and PRA shall be followed by detailed instructions.
3. All turns shall be executed:
   - IAS not exceeding 210 KT;
   - bank angle 25° or rate of turn not less than 3° per second whichever requires the lesser bank.
4. Pilots shall adopt a minimum climb gradient in accordance with ICAO-Annex 6 provisions for a safe obstacles overflying. Such climb gradient shall be maintained in any foreseeable circumstance. Suggested minimum climb gradient of 300 FT/NM until leaving 2000 FT.

ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.	APP Roma Arrivals / Roma Director 119.20	TWR Ciampino Tower 120.50 / Ciampino Ground 121.75	AD ELEV 427	LIRA	ROMA/CIAMPINO ILS or LLZ–U RWY 15

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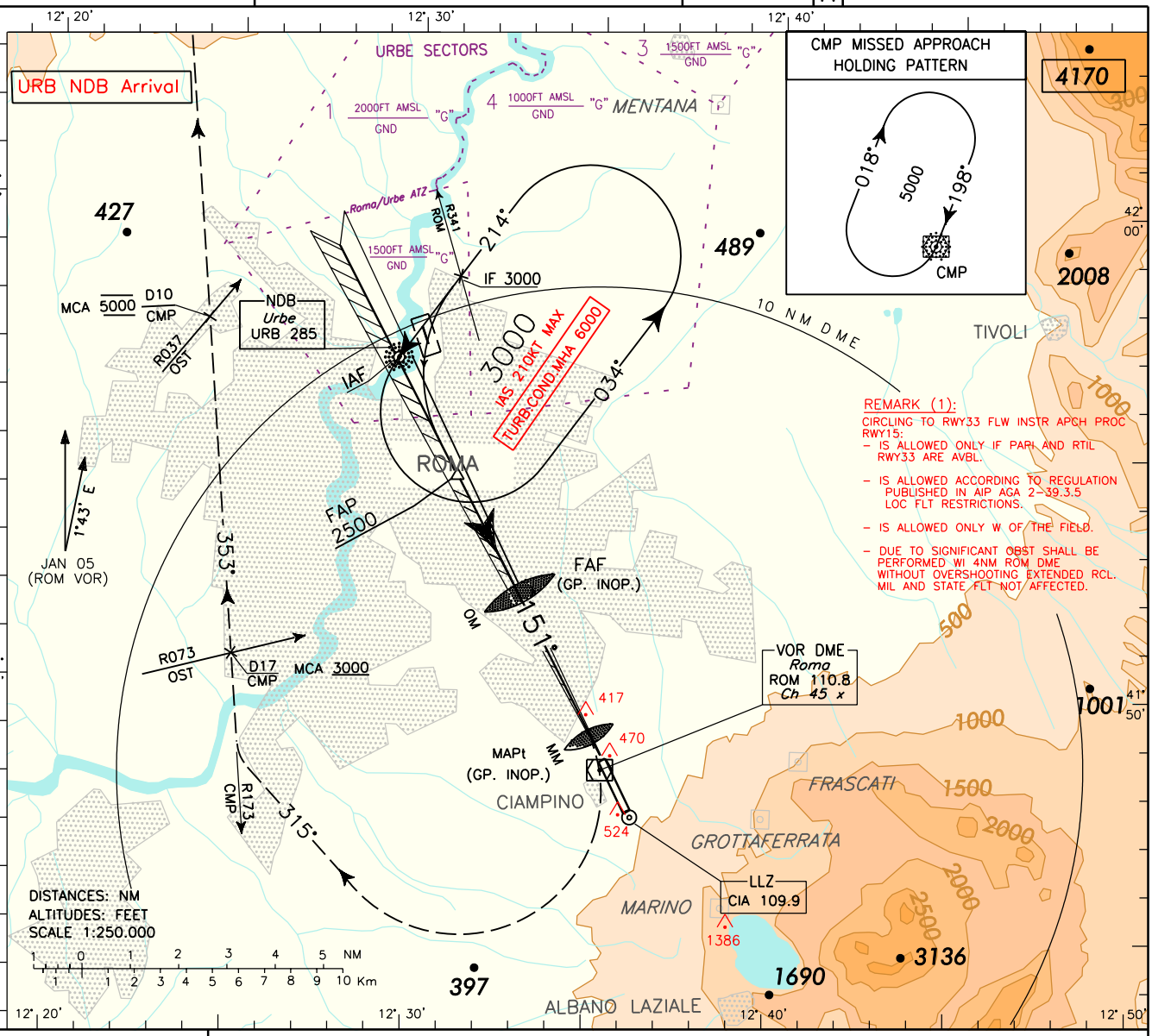
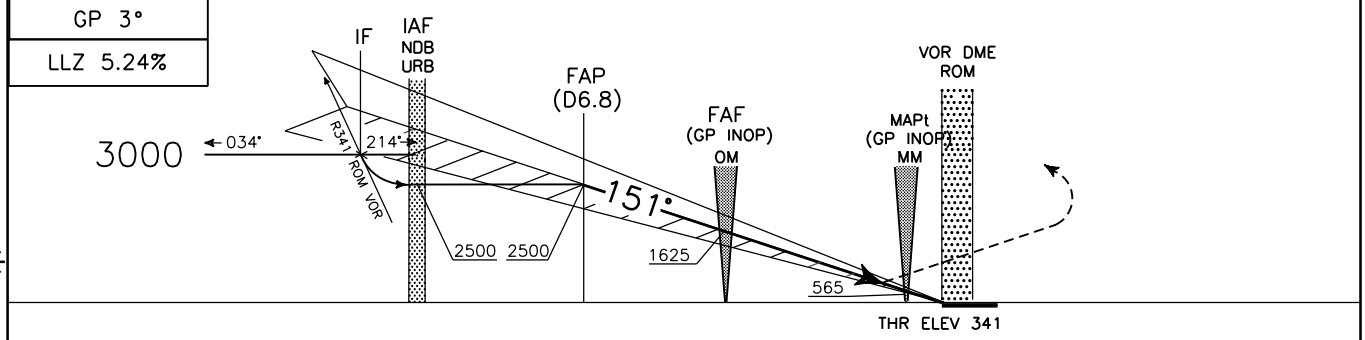
CHANGE: "ROM VOR" MSA UPDATED



TRANSITION ALT 6000
RDH 17.50 M
GP 3°
LLZ 5.24%

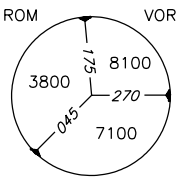
MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn), on track 315° to intercept and follow RDL 173 CMP VOR bound to CMP VOR DME climbing to 5000 Ft.
Cross RDL 173/D17 CMP VOR DME (RDL 073 OST VOR) at 3000 Ft or above.
Cross RDL 173/D10 CMP VOR DME (RDL 037 OST VOR) at 5000 Ft steady.



OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	700 (359)	710 (369)	720 (379)	730 (389)
	LLZ	750 (409)			
	WARNING:	In case of GP INOP Timing not allowed for defining the MAPt.			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

FT PER MIN	GS	OM–MM 3.33 NM	MM–THR 0.52 NM	DME ROM	ALT(HGT)
425	80	2 : 30	0 : 23	6	2255(1914)
530	100	2 : 00	0 : 19	5	1937(1596)
635	120	1 : 40	0 : 16	4	1619(1278)
745	140	1 : 26	0 : 13	3	1301(960)
850	160	1 : 15	0 : 12	2	983(642)
				1	665(324)

MNM SECT ALT

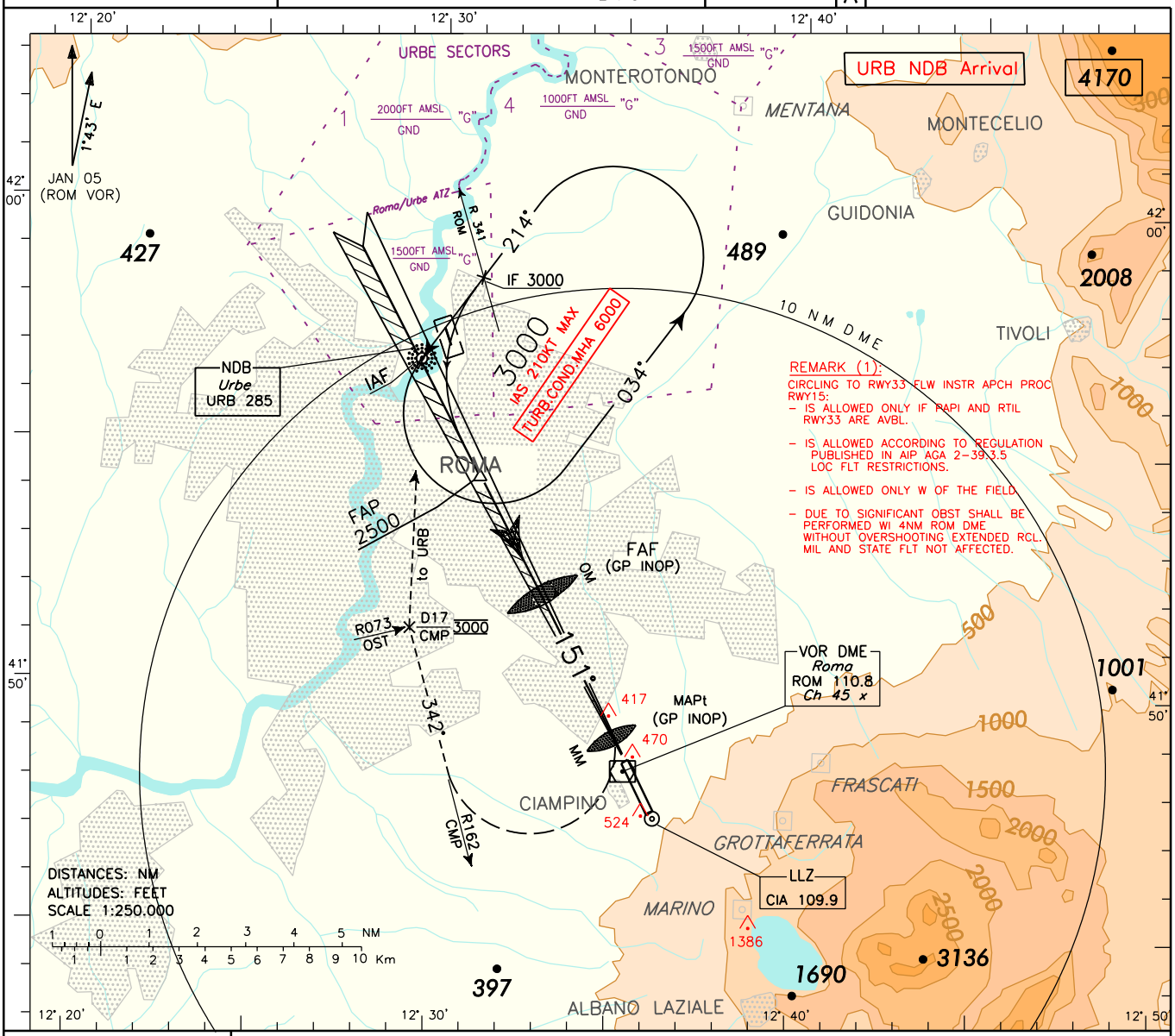


ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.	APP Roma Arrivals / Roma Director 119.20	TWR Ciampino Tower 120.50 / Ciampino Ground 121.75	AD ELEV 427	LIRA	ROMA/CIAMPINO ILS or LLZ-V RWY 15

DOC.8168-ED.4-1993-AMD 12

CHANGE: "ROM VOR" MSA UPDATED

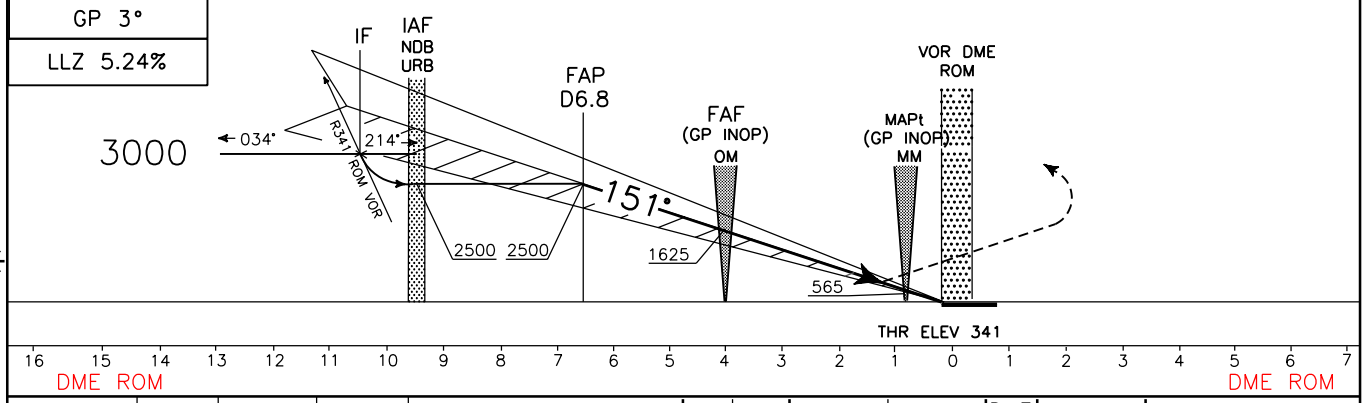


REMARK (1):
CIRCLING TO RWY33 FLW INSTR APCH PROC RWY15:
- IS ALLOWED ONLY IF PAPI AND RTIL RWY33 ARE AVBL.
- IS ALLOWED ACCORDING TO REGULATION PUBLISHED IN AIP AGA 2-39.3.5 LOC FLT RESTRICTIONS.
- IS ALLOWED ONLY W OF THE FIELD.
- DUE TO SIGNIFICANT OBST SHALL BE PERFORMED WI 4NM ROM DME WITHOUT OVERSHOOTING EXTENDED RCL. MIL AND STATE FLT NOT AFFECTED.

TRANSITION ALT 6000

RDH 17.50 M
GP 3°
LLZ 5.24%

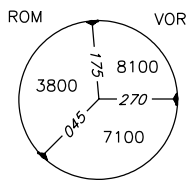
MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn) to join and follow RDL 162 CMP VOR (track 342°) climbing to 3000 Ft. At D17 CMP DME (RDL 073 OST VOR), to be reached at 3000 Ft steady, turn right inbound to URB NDB.



OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	700 (359)	710 (369)	720 (379)	730 (389)
	LLZ	750 (409)			
	WARNING:	In case of GP INOP timing not allowed for defining the MAPt.			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

FT PER MIN	GS	OM–MM 3.33 NM	MM–THR 0.52 NM	DME ROM	ALT(HGT)
425	80	2 : 30	0 : 23	6	2255(1914)
530	100	2 : 00	0 : 19	5	1937(1596)
635	120	1 : 40	0 : 16	4	1619(1278)
745	140	1 : 26	0 : 13	3	1301(960)
850	160	1 : 15	0 : 12	2	983(642)
				1	665(324)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.

APP	TWR	AD ELEV	LIRA
Roma Arrivals Roma Director 119.20	Ciampino Tower 120.50 Ciampino Ground 121.75	427	

ROMA/CIAMPINO

ILS or LLZ–W RWY 15

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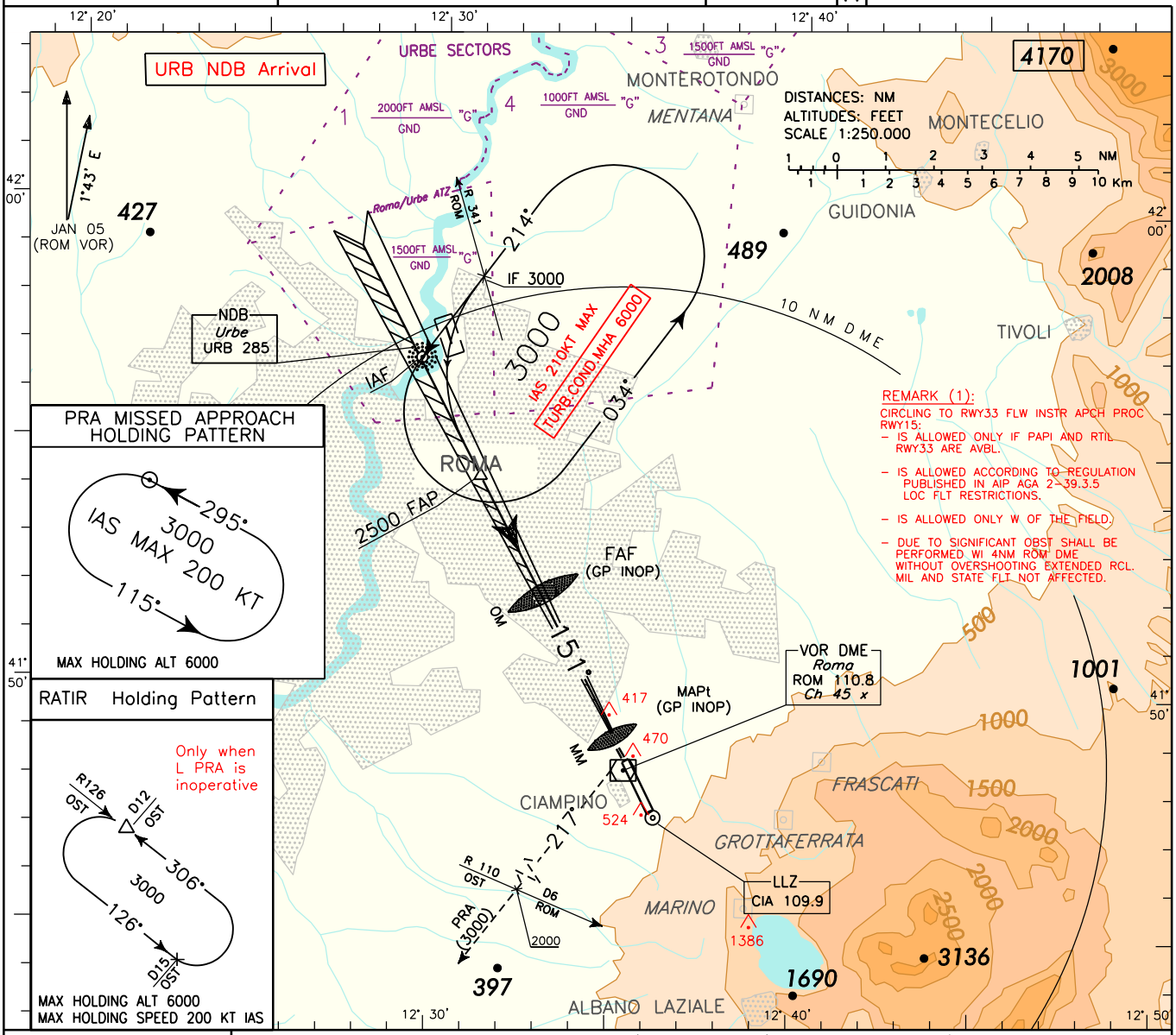
CHANGE: "ROM VOR" MSA UPDATED



PRA MISSED APPROACH HOLDING PATTERN

MAX HOLDING ALT 6000

RATIR Holding Pattern

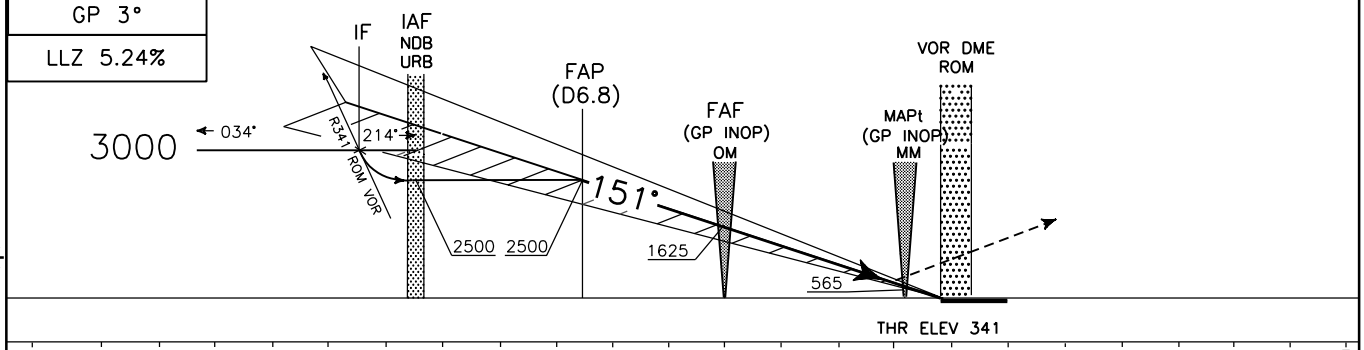
Only when L PRA is inoperative

MAX HOLDING ALT 6000
MAX HOLDING SPEED 200 KT IAS

TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 KTS) on RDL 217 ROM VOR/QDR 037° PRA L to PRA L or RATIR in case of PRA L inoperarive. Cross D6 (RDL/QDR 110 OST VOR/NDB) at 2000 Ft or above, PRA L/RATIR at 3000Ft.

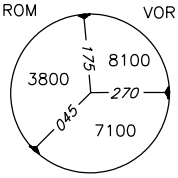
RDH 17.50 M
GP 3°
LLZ 5.24%



OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	700 (359)	710 (369)	720 (379)	730 (389)
	LLZ	750 (409)			
	WARNING:	In case of GP INOP Timing not allowed for defining the MAPt.			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

FT PER MIN	GS	OM–MM 3.33 NM	MM–THR 0.52 NM	DME ROM	ALT(HGT)
425	80	2 : 30	0 : 23	6	2255(1914)
530	100	2 : 00	0 : 19	5	1937(1596)
635	120	1 : 40	0 : 16	4	1619(1278)
745	140	1 : 26	0 : 13	3	1301(960)
850	160	1 : 15	0 : 12	2	983(642)
				1	665(324)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Ciampino Tower* 120.50 / *Ciampino Ground* 121.75	AD ELEV 427	LIRA ROMA/CIAMPINO ILS or LLZ–X RWY 15

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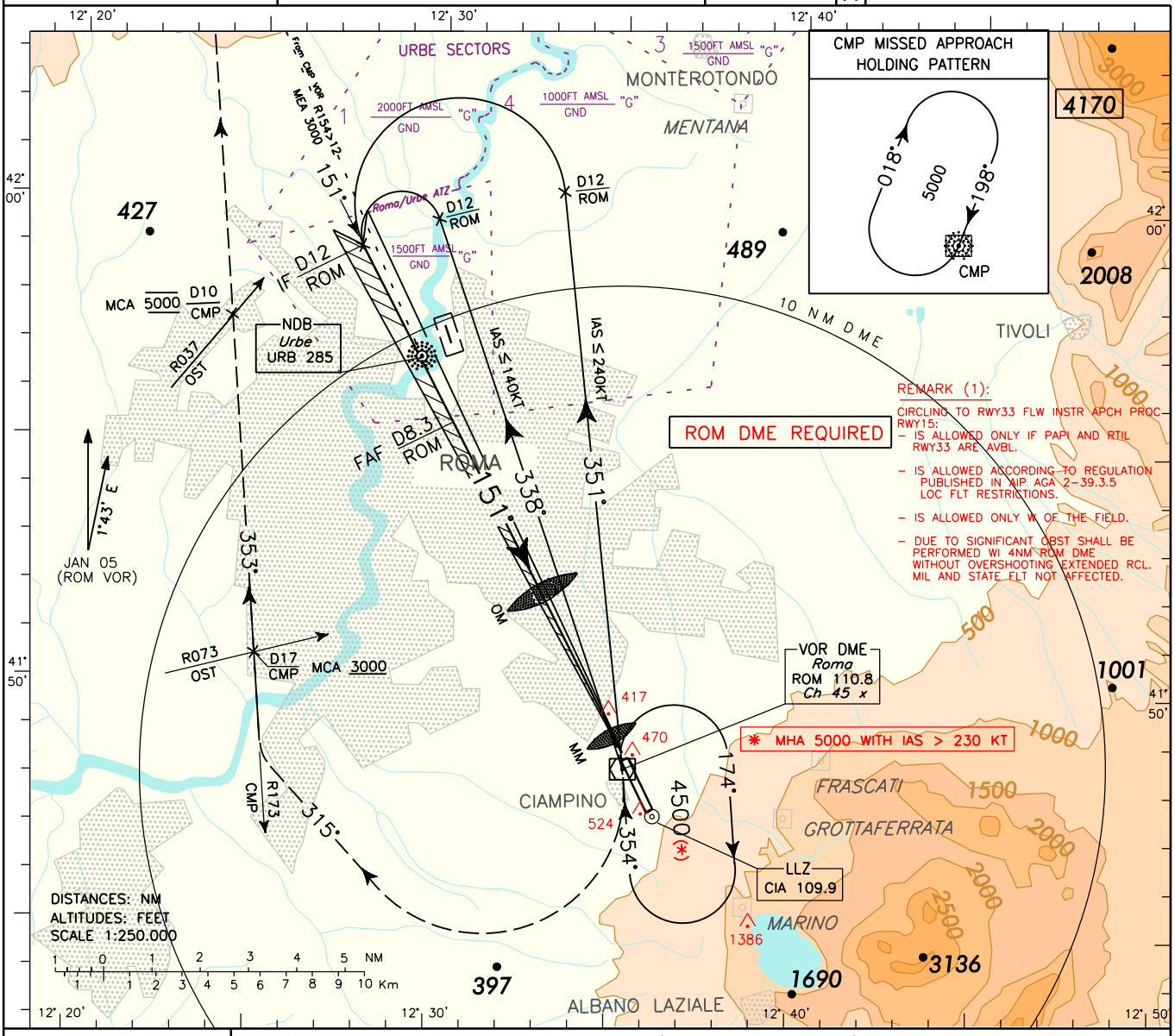
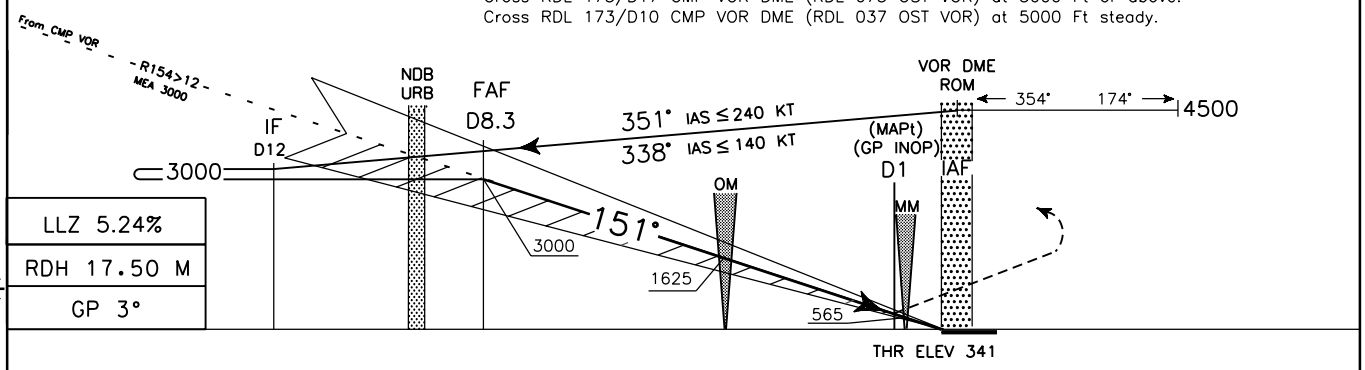
CHANGE: "ROM VOR" MSA UPDATED



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn), on track 315° to intercept and follow RDL 173 CMP VOR bound to CMP VOR DME climbing to 5000 Ft.
Cross RDL 173/D17 CMP VOR DME (RDL 073 OST VOR) at 3000 Ft or above.
Cross RDL 173/D10 CMP VOR DME (RDL 037 OST VOR) at 5000 Ft steady.

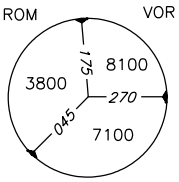


LLZ 5.24%	
RDH 17.50 M	
GP 3°	

OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	700 (359)	710 (369)	720 (379)	730 (389)
	LLZ	750 (409)			
	WARNING:	In case of GP INOP Timing not allowed for defining the MAPt.			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

FT PER MIN	GS	OM–MM 3.33 NM	MM–THR 0.52 NM	DME ROM	ALT(HGT)
425	80	2 : 30	0 : 23	5	1937(1596)
530	100	2 : 00	0 : 19	4	1619(1278)
635	120	1 : 40	0 : 16	3	1301(960)
745	140	1 : 26	0 : 13	2	983(642)
850	160	1 : 15	0 : 12	1	665(324)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Ciampino Tower* 120.50 / *Ciampino Ground* 121.75	AD ELEV 427

LIRA

ROMA/CIAMPINO

ILS or LLZ–Y RWY 15

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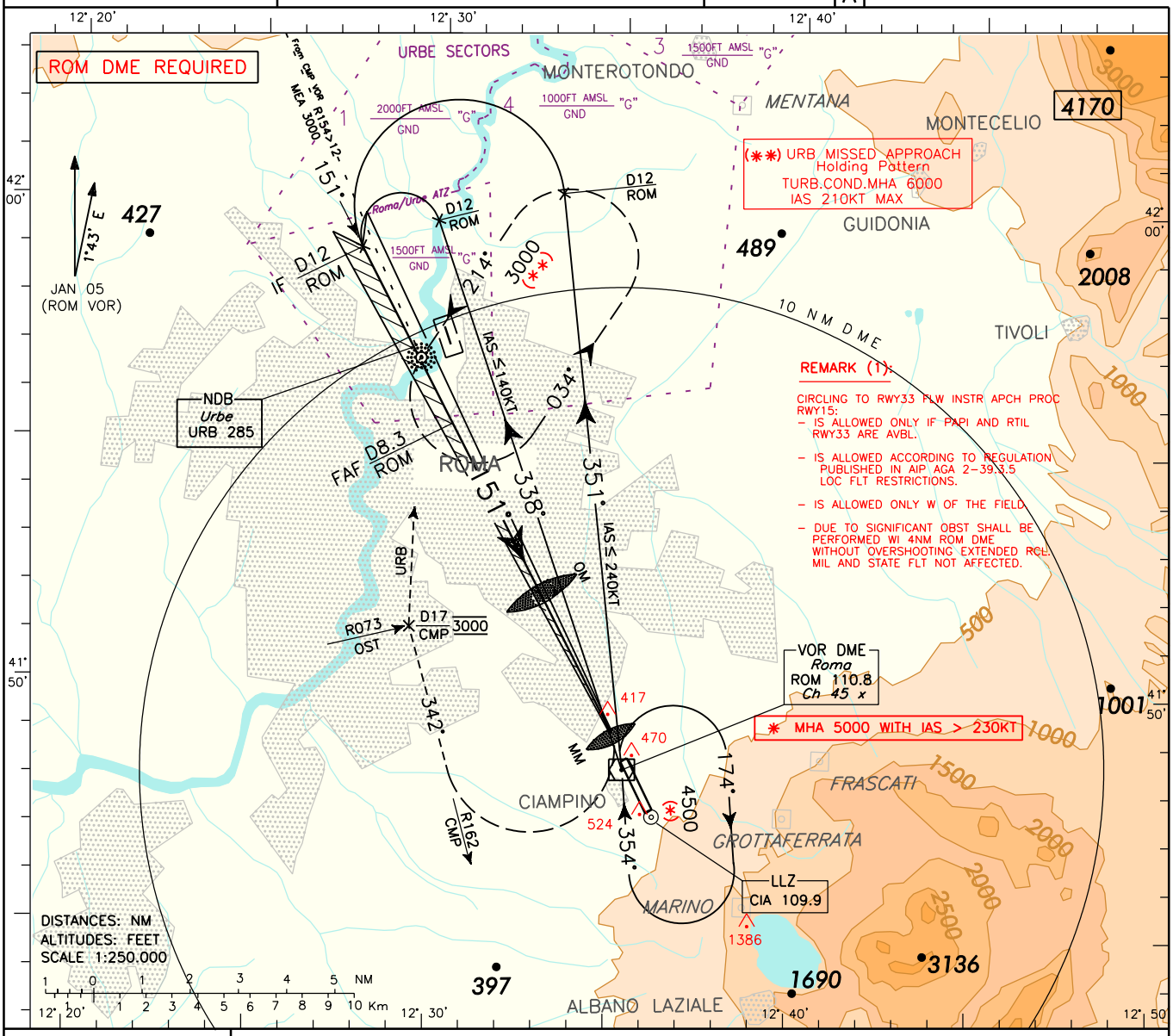
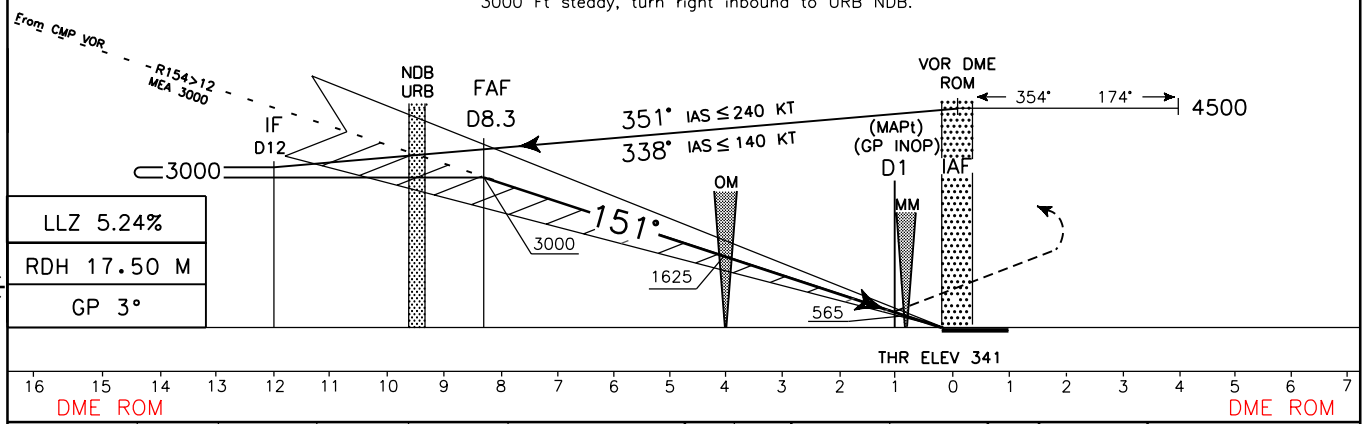
CHANGE: "ROM VOR" MSA UPDATED



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn) to join and follow RDL 162 CMP VOR (track 342°) climbing to 3000 Ft. At D17 CMP DME (RDL 073 OST VOR), to be reached at 3000 Ft steady, turn right inbound to URB NDB.

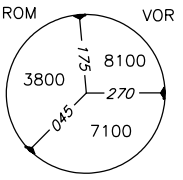


LLZ	5.24%
RDH	17.50 M
GP	3°

OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	700 (359)	710 (369)	720 (379)	730 (389)
	LLZ	750 (409)			
	WARNING:	In case of GP INOP Timing not allowed for defining the MAPt.			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

FT PER MIN	GS	OM–MM 3.33 NM	MM–THR 0.52 NM	DME ROM	ALT(HGT)
425	80	2 : 30	0 : 23	5	1937(1596)
530	100	2 : 00	0 : 19	4	1619(1278)
635	120	1 : 40	0 : 16	3	1301(960)
745	140	1 : 26	0 : 13	2	983(642)
850	160	1 : 15	0 : 12	1	665(324)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.	APP Roma Arrivals 119.20 / Roma Director	TWR Ciampino Tower 120.50 / Ciampino Ground 121.75	AD ELEV 427	LIRA	ROMA/CIAMPINO ILS or LLZ–Z RWY 15

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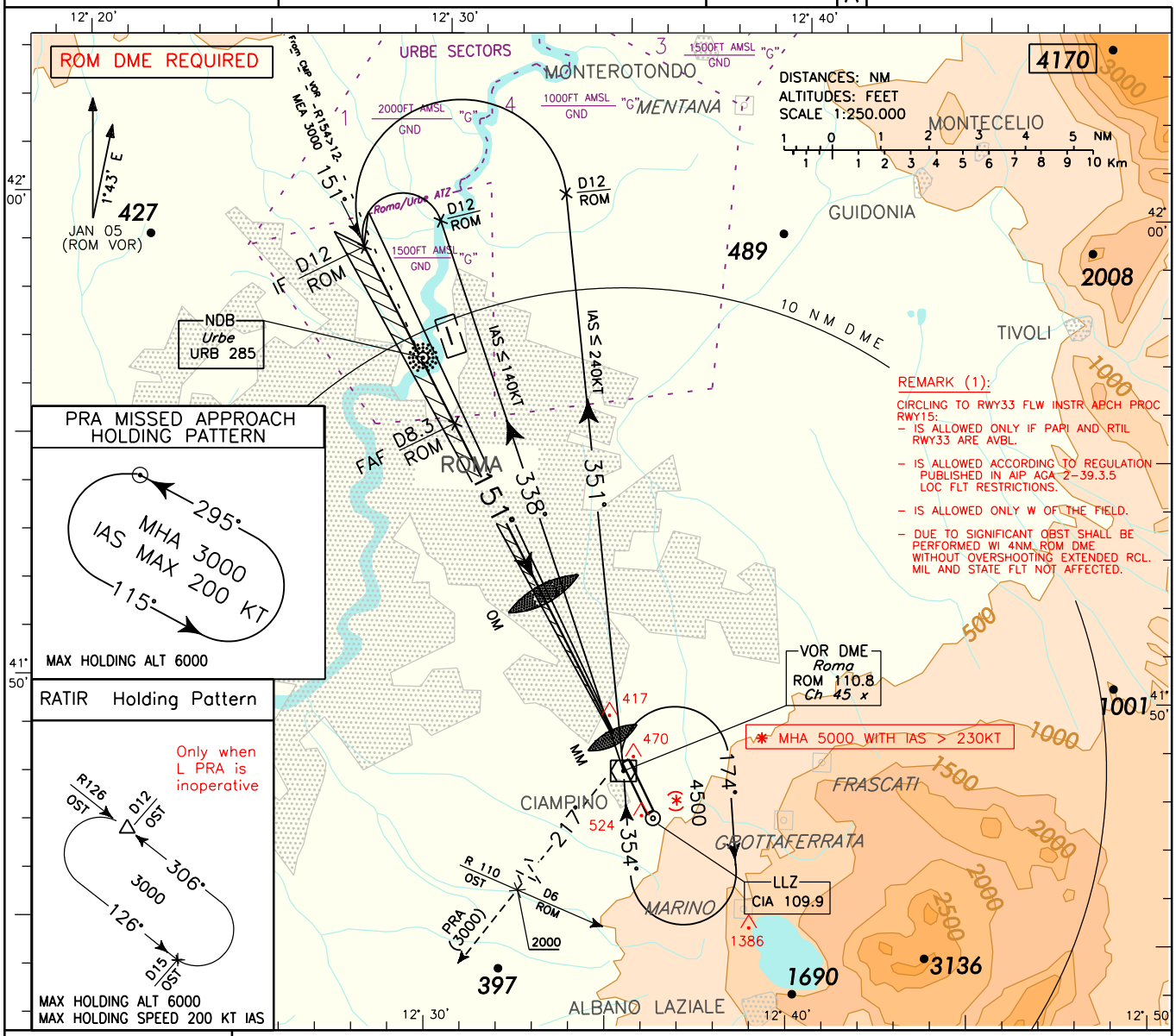
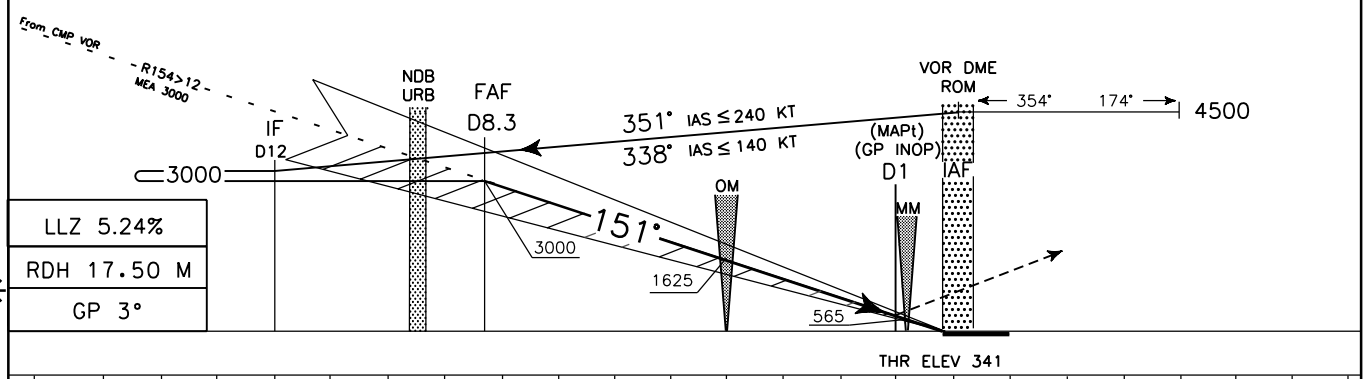
CHANGE: "ROM VOR" MSA UPDATED



TRANSITION ALT 6000

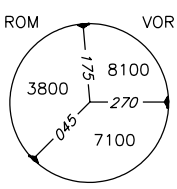
MISSED APPROACH: As soon as possible turn right (IAS MAX 185 KTS) on RDL 217 ROM VOR to PRA L or RATIR in case of PRA L inoperarive. Cross D6 (RDL/QDR 110 OST VOR/NDB) at 2000 Ft or above, PRA L/RATIR at 3000 Ft.



OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	700 (359)	710 (369)	720 (379)	730 (389)
	LLZ	750 (409)			
	WARNING:	In case of GP INOP timing not allowed for defining the MAPt.			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

FT PER MIN	GS	OM–MM 3.33 NM	MM–THR 0.52 NM	DME ROM	ALT(HGT)
425	80	2 : 30	0 : 23	5	1937(1596)
530	100	2 : 00	0 : 19	4	1619(1278)
635	120	1 : 40	0 : 16	3	1301(960)
745	140	1 : 26	0 : 13	2	983(642)
850	160	1 : 15	0 : 12	1	665(324)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.

APP	TWR	AD ELEV	LIRA
Roma Arrivals 119.20 Roma Director	Ciampino Tower 120.50 Ciampino Ground 121.75	427	

ROMA/CIAMPINO

VOR–U RWY 15

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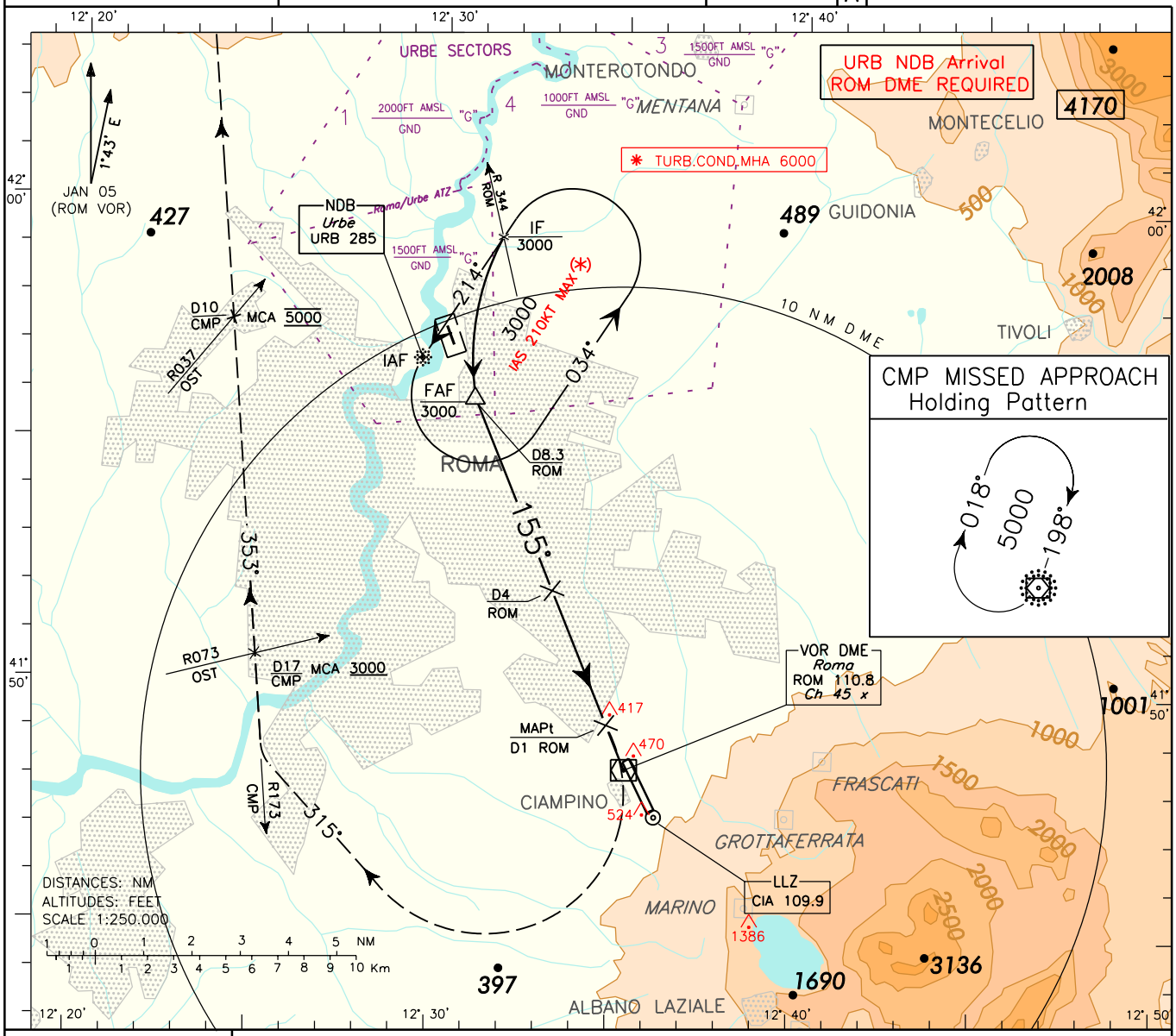
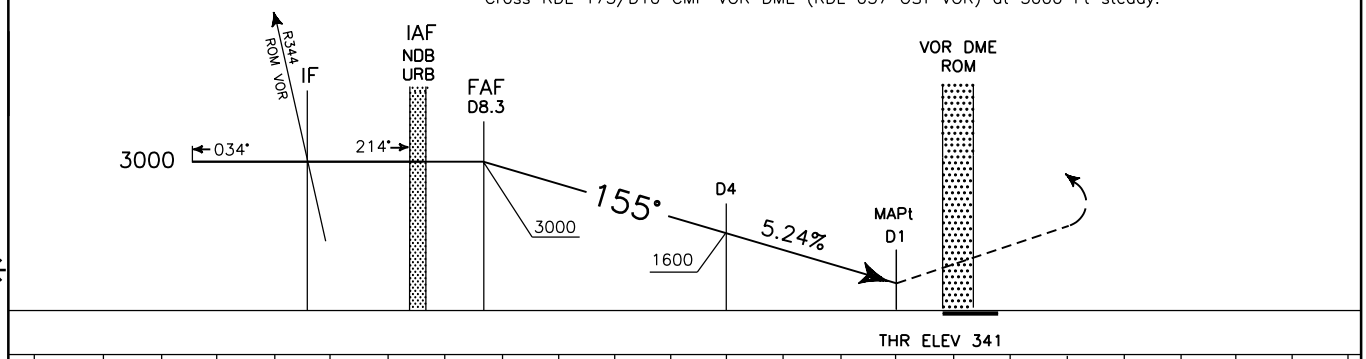
NEW PROCEDURE



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn), on track 315° to intercept and follow RDL 173 CMP VOR bound to CMP VOR DME climbing to 5000 Ft.
Cross RDL 173/D17 CMP VOR DME (RDL 073 OST VOR) at 3000 Ft or above.
Cross RDL 173/D10 CMP VOR DME (RDL 037 OST VOR) at 5000 Ft steady.

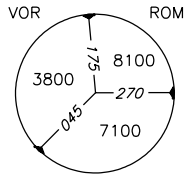


OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	750 (409)			
		WARNING: TIMING NOT ALLOWED FOR DEFFINING MAPt			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

REMARK (1):
CIRCLING TO RWY33 FLW INSTR APCH PROC RWY15:
- IS ALLOWED ONLY IF PAPI AND RTIL RWY33 ARE AVBL.
- IS ALLOWED ACCORDING TO REGULATION PUBLISHED IN AIP AGA 2–39.3.5 LOC FLT RESTRICTIONS.
- IS ALLOWED ONLY W OF THE FIELD.
- DUE TO SIGNIFICANT OBST SHALL BE PERFORMED WI 4NM ROM DME WITHOUT OVERSHOOTING EXTENDED RCL. MIL AND STATE FLT NOT AFFECTED.

FT PER MIN	GS	FAF MAPt	DIST	ALT(HGT)
		7NM	7DME	2564(2223)
425	80	5:15	6DME	2246(1905)
531	100	4:11	5DME	1928(1587)
637	120	3:30	4DME	1610(1269)
743	140	3:00	3DME	1292(951)
849	160	2:37	2DME	974(633)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Ciampino Tower* 120.50 / *Ciampino Ground* 121.75	AD ELEV 427	LIRA ROMA/CIAMPINO VOR–V RWY 15

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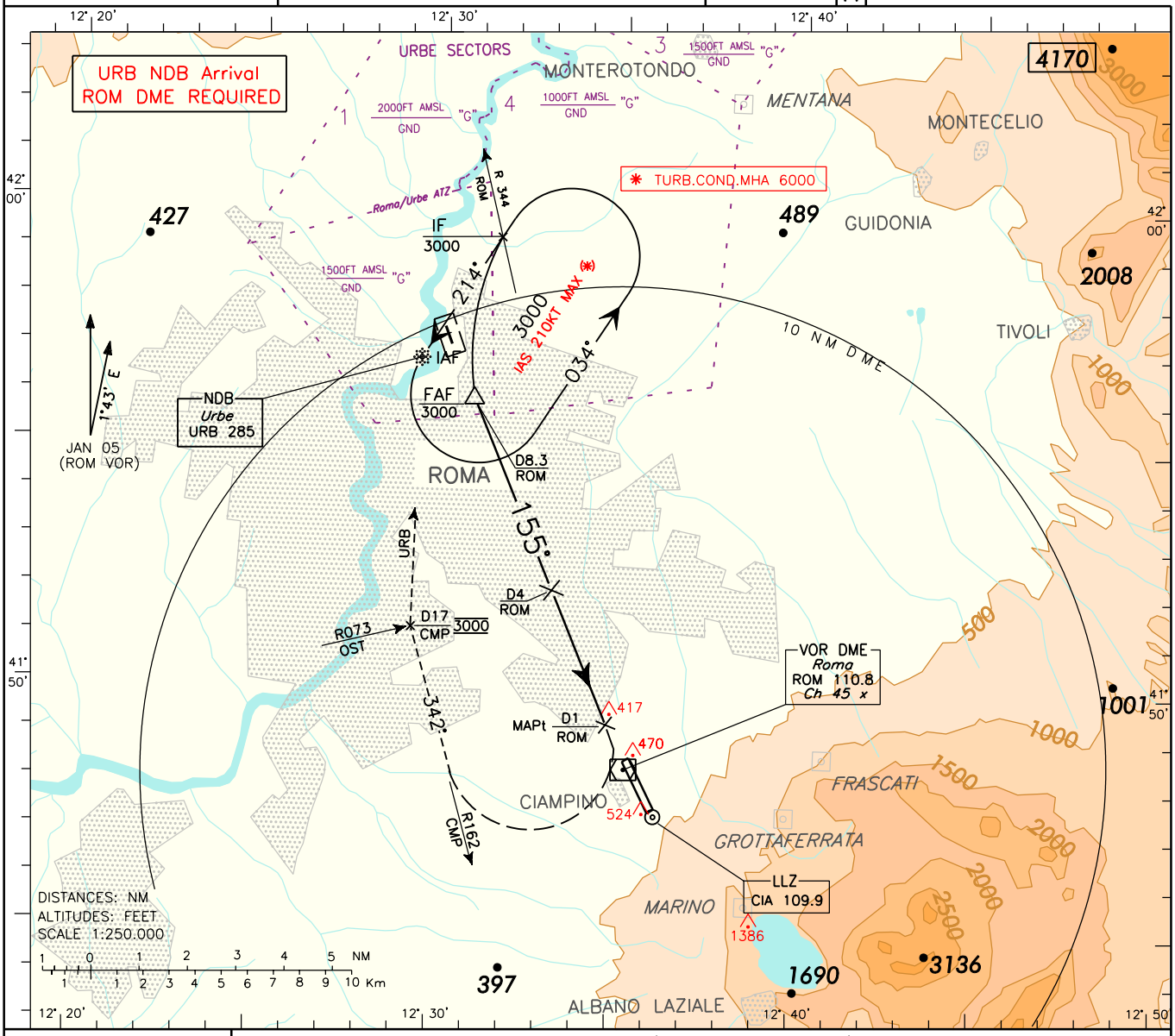
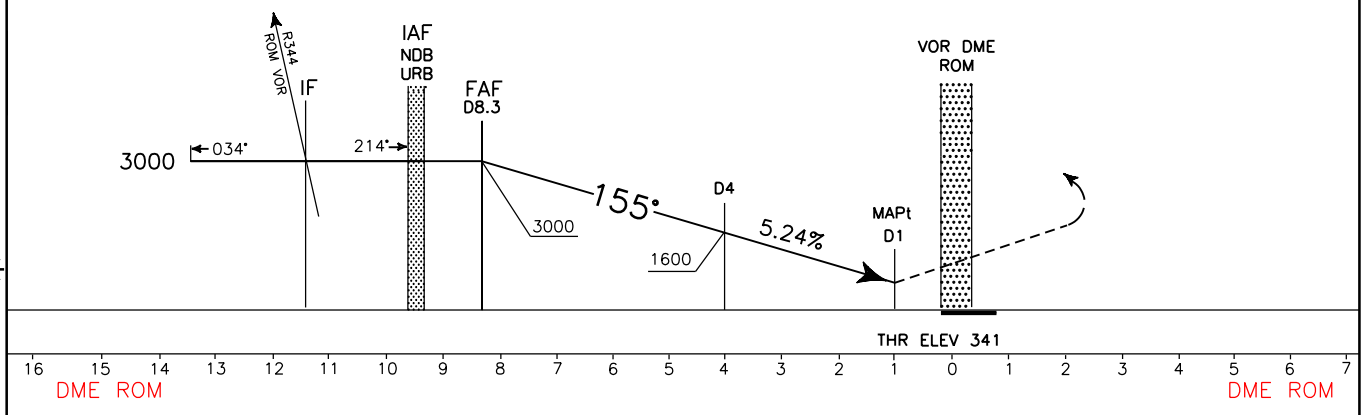
NEW PROCEDURE



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn) to join and follow RDL 162 CMP VOR (track 342°) climbing to 3000 Ft. At D17 CMP DME (RDL 073 OST VOR), to be reached at 3000 Ft steady, turn right inbound to URB NDB.

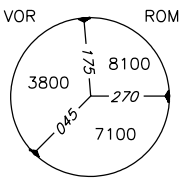


OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	750 (409)			
		WARNING: TIMING NOT ALLOWED FOR DEFFINING MAPt			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

REMARK (1): CIRCLING TO RWY33 FLW INSTR APCH PROC RWY15:
- IS ALLOWED ONLY IF PAPI AND RTIL RWY33 ARE AVBL.
- IS ALLOWED ACCORDING TO REGULATION PUBLISHED IN AIP AGA 2–39.3.5 LOC FLT RESTRICTIONS.
- IS ALLOWED ONLY W OF THE FIELD.
- DUE TO SIGNIFICANT OBST SHALL BE PERFORMED WI 4NM ROM DME WITHOUT OVERSHOOTING EXTENDED RCL. MIL AND STATE FLT NOT AFFECTED.

FT PER MIN	GS	FAF MAPt 7NM	DIST 7DME	ALT(HGT) 2564(2223)
424	80	5:15	6DME	2246(1905)
531	100	4:11	5DME	1928(1587)
637	120	3:30	4DME	1610(1269)
743	140	3:00	3DME	1292(951)
849	160	2:37	2DME	974(633)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.

APP	TWR	AD ELEV	LIRA
Roma Arrivals 119.20 Roma Director	Ciampino Tower 120.50 Ciampino Ground 121.75	427	

ROMA/CIAMPINO

VOR–W RWY 15

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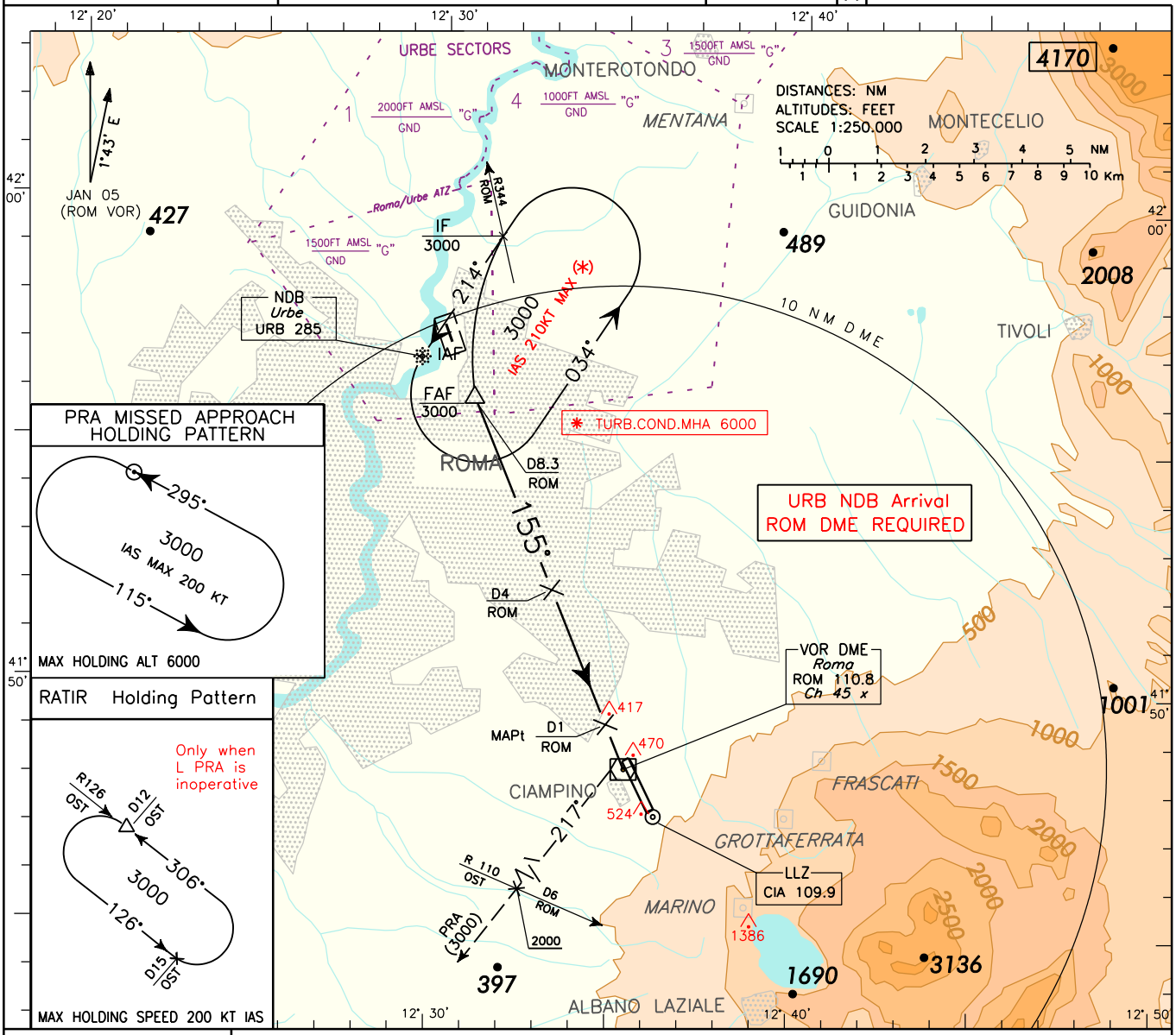
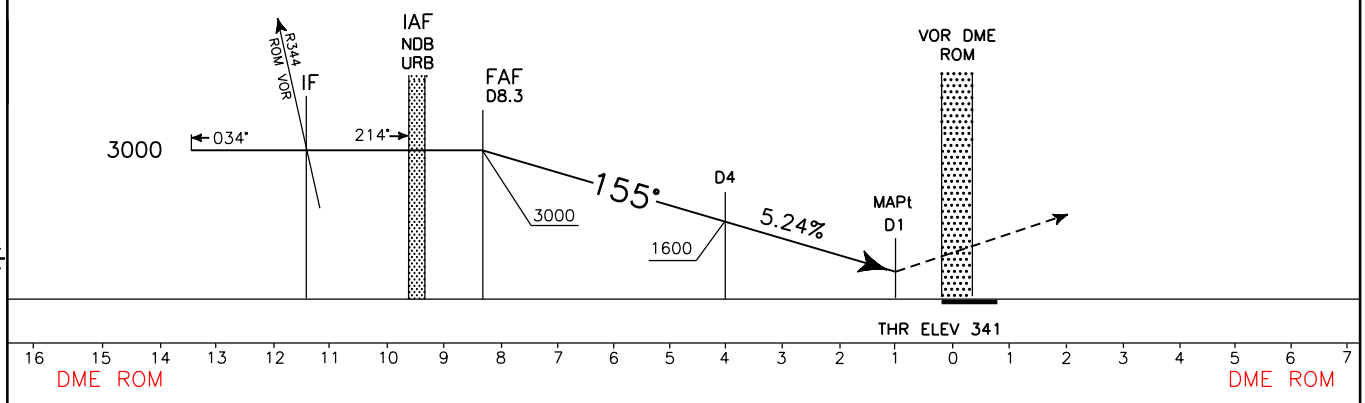
NEW PROCEDURE



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 KTS) on RDL 217 ROM VOR to PRA L or RATIR in case of PRA L inoperarive. Cross D6 (RDL/QDR 110 OST VOR/NDB) at 2000 Ft or above, PRA L/RATIR at 3000 Ft.

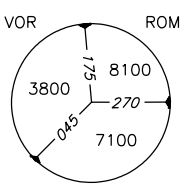


OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	750 (409)			
		WARNING: TIMING NOT ALLOWED FOR DEFFINING MAPt			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

REMARK (1):
CIRCLING TO RWY33 FLW INSTR APCH PROC RWY15:
- IS ALLOWED ONLY IF PAPI AND RTIL RWY33 ARE AVBL.
- IS ALLOWED ACCORDING TO REGULATION PUBLISHED IN AIP AGA 2–39.3.5 LOC FLT RESTRICTIONS.
- IS ALLOWED ONLY W OF THE FIELD.
- DUE TO SIGNIFICANT OBST SHALL BE PERFORMED WI 4NM ROM DME WITHOUT OVERSHOOTING EXTENDED RCL. MIL AND STATE FLT NOT AFFECTED.

FT PER MIN	GS	FAF MAPt	DIST	ALT(HGT)
		7NM	7DME	2564(2223)
425	80	5:15	6DME	2246(1905)
531	100	4:11	5DME	1928(1587)
637	120	3:30	4DME	1610(1269)
743	140	3:00	3DME	1292(951)
849	160	2:37	2DME	974(633)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Ciampino Tower* 120.50 / *Ciampino Ground* 121.75	AD ELEV 427

LIRA — **ROMA/CIAMPINO** — VOR-X — RWY 15

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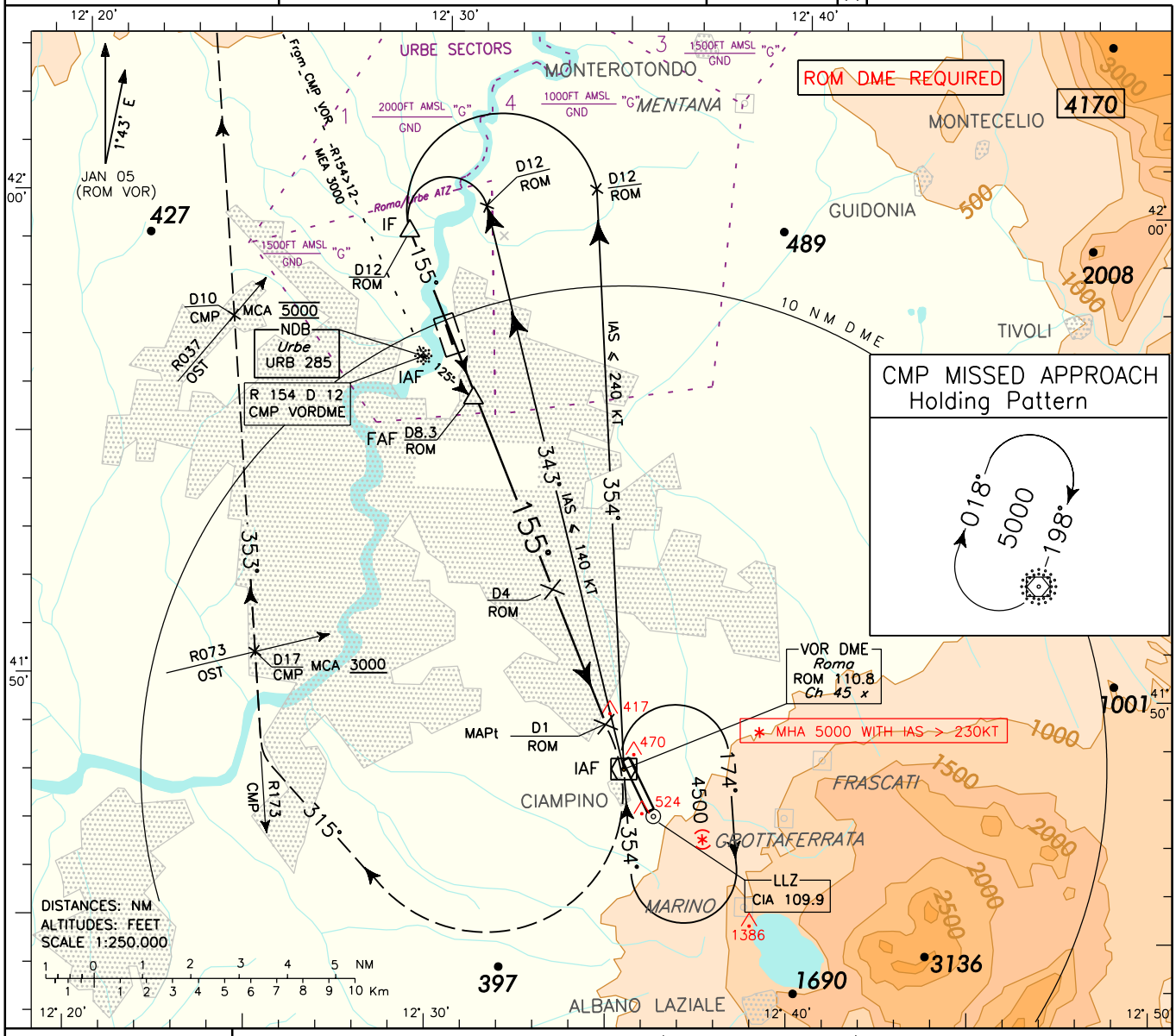
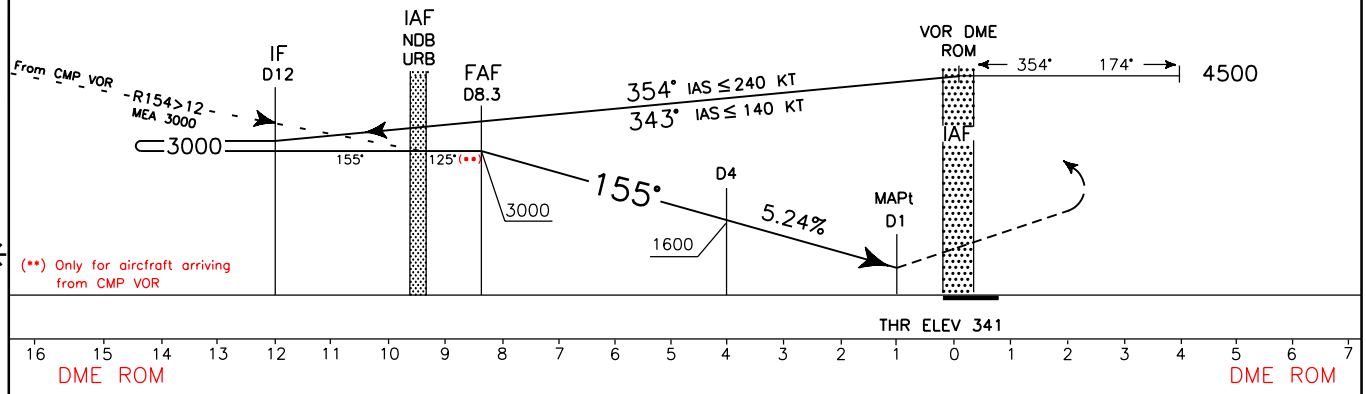
NEW PROCEDURE



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn), on track 315 ° to intercept and follow RDL 173 CMP VOR bound to CMP VOR DME climbing to 5000 Ft.
Cross RDL 173/D17 CMP VOR DME (RDL 073 OST VOR) at 3000 Ft or above.
Cross RDL 173/D10 CMP VOR DME (RDL 037 OST VOR) at 5000 Ft steady.



OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	750 (409)			
		WARNING: TIMING NOT ALLOWED FOR DEFFINING MAPt			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

REMARK (1):
CIRCLING TO RWY33 FLW INSTR APCH PROC RWY15:
- IS ALLOWED ONLY IF PAPI AND RTIL RWY33 ARE AVBL.
- IS ALLOWED ACCORDING TO REGULATION PUBLISHED IN AIP AGA 2-39.3.5 LOC FLT RESTRICTIONS.
- IS ALLOWED ONLY W OF THE FIELD.
- DUE TO SIGNIFICANT OBST SHALL BE PERFORMED WI 4NM ROM DME WITHOUT OVERSHOOTING EXTENDED RCL. MIL AND STATE FLT NOT AFFECTED.

FT PER MIN	GS	FAF MAPt 7NM	DIST 7DME	ALT(HGT) 2564(2223)
425	80	5:15	6DME	2246(1905)
531	100	4:11	5DME	1928(1587)
637	120	3:30	4DME	1610(1269)
743	140	3:00	3DME	1292(951)
849	160	2:37	2DME	974(633)

MNM SECT ALT
VOR ROM
175 8100
3800 270
045 7100

ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.	APP *Roma Arrivals* *Roma Director* 119.20	TWR *Ciampino Tower* 120.50 *Ciampino Ground* 121.75	AD ELEV 427	L I R A	ROMA/CIAMPINO VOR-Y RWY 15

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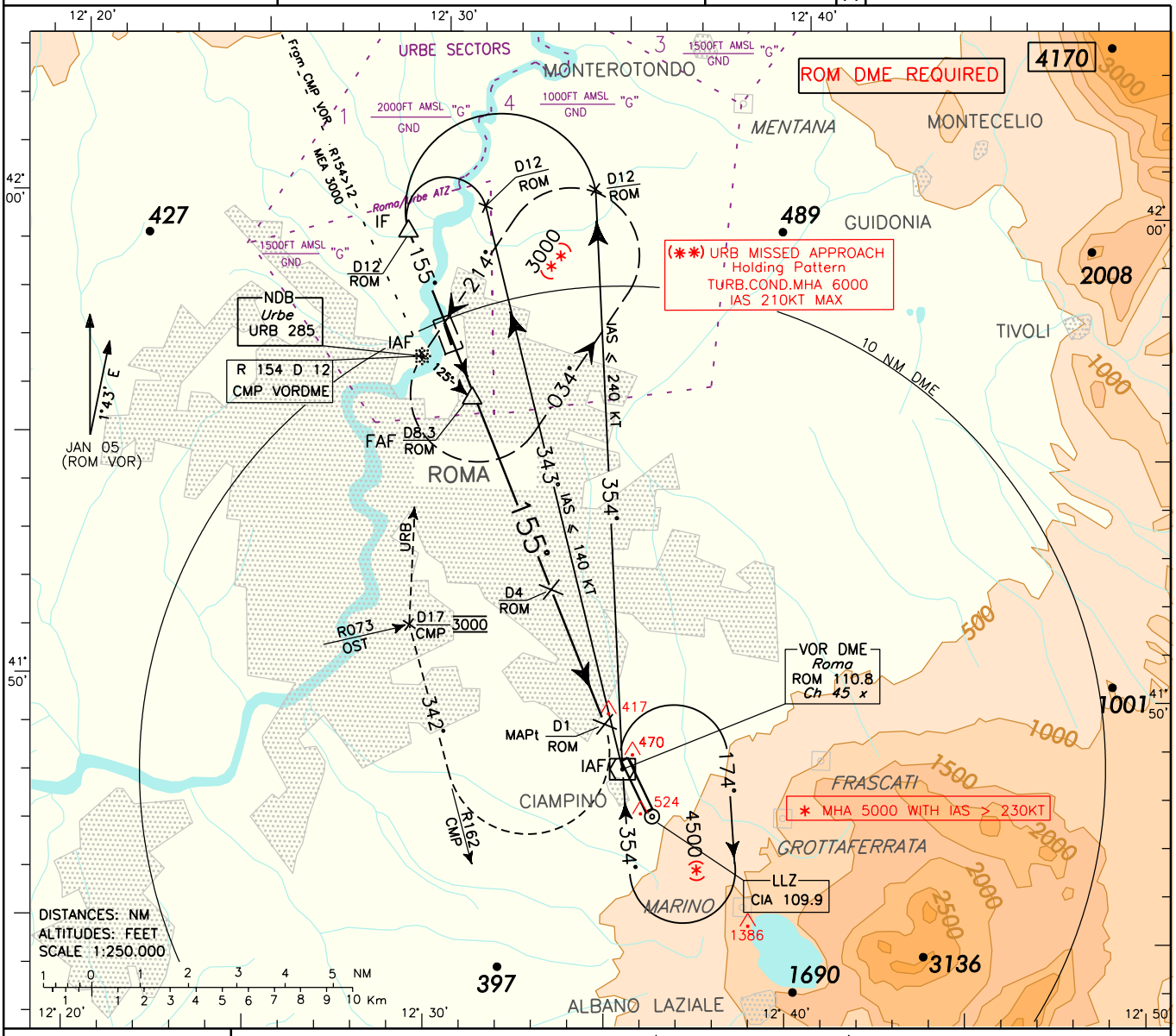
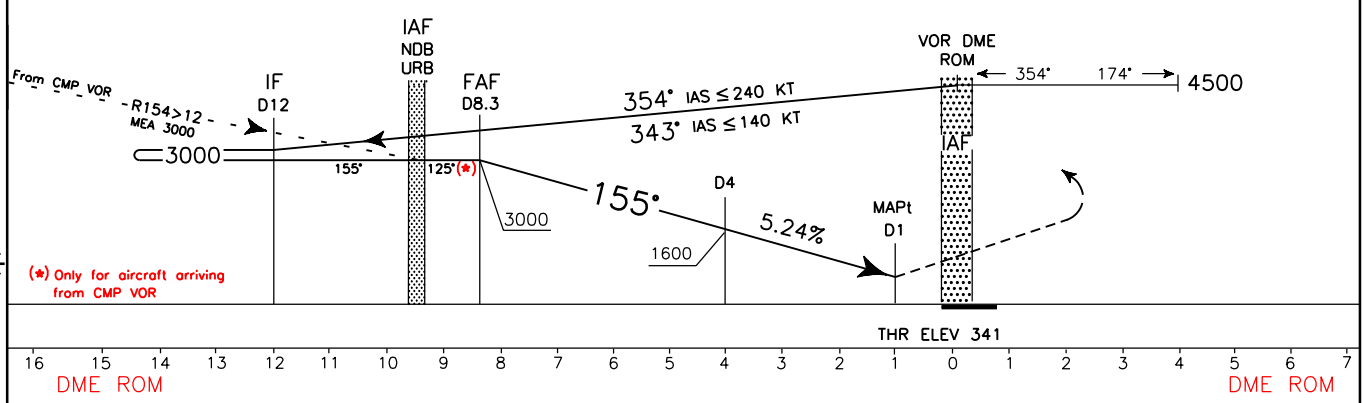
NEW PROCEDURE



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn) to join and follow RDL 162 CMP VOR (track 342°) climbing to 3000 Ft. At D17 CMP DME (RDL 073 OST VOR), to be reached at 3000 Ft steady, turn right inbound to URB NDB.

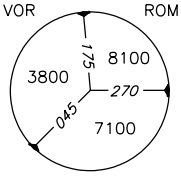


OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	750 (409)			
		WARNING: TIMING NOT ALLOWED FOR DEFFINING MAPt			
CIRCLING (1)		1100(673)	1200(773)	1700(1273)	1830(1403)

REMARK (1):
CIRCLING TO RWY33 FLW INSTR APCH PROC RWY15:
- IS ALLOWED ONLY IF PAPI AND RTIL RWY33 ARE AVBL.
- IS ALLOWED ACCORDING TO REGULATION PUBLISHED IN AIP AGA 2-39.3.5 LOC FLT RESTRICTIONS.
- IS ALLOWED ONLY W OF THE FIELD.
- DUE TO SIGNIFICANT OBST SHALL BE PERFORMED WI 4NM ROM DME WITHOUT OVERSHOOTING EXTENDED RCL. MIL AND STATE FLT NOT AFFECTED.

FT PER MIN	GS	FAF MAPt	DIST	ALT(HGT)
		7NM	7DME	2564(2223)
424	80	5:15	6DME	2246(1905)
531	100	4:11	5DME	1928(1587)
637	120	3:30	4DME	1610(1269)
743	140	3:00	3DME	1292(951)
849	160	2:37	2DME	974(633)

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right.

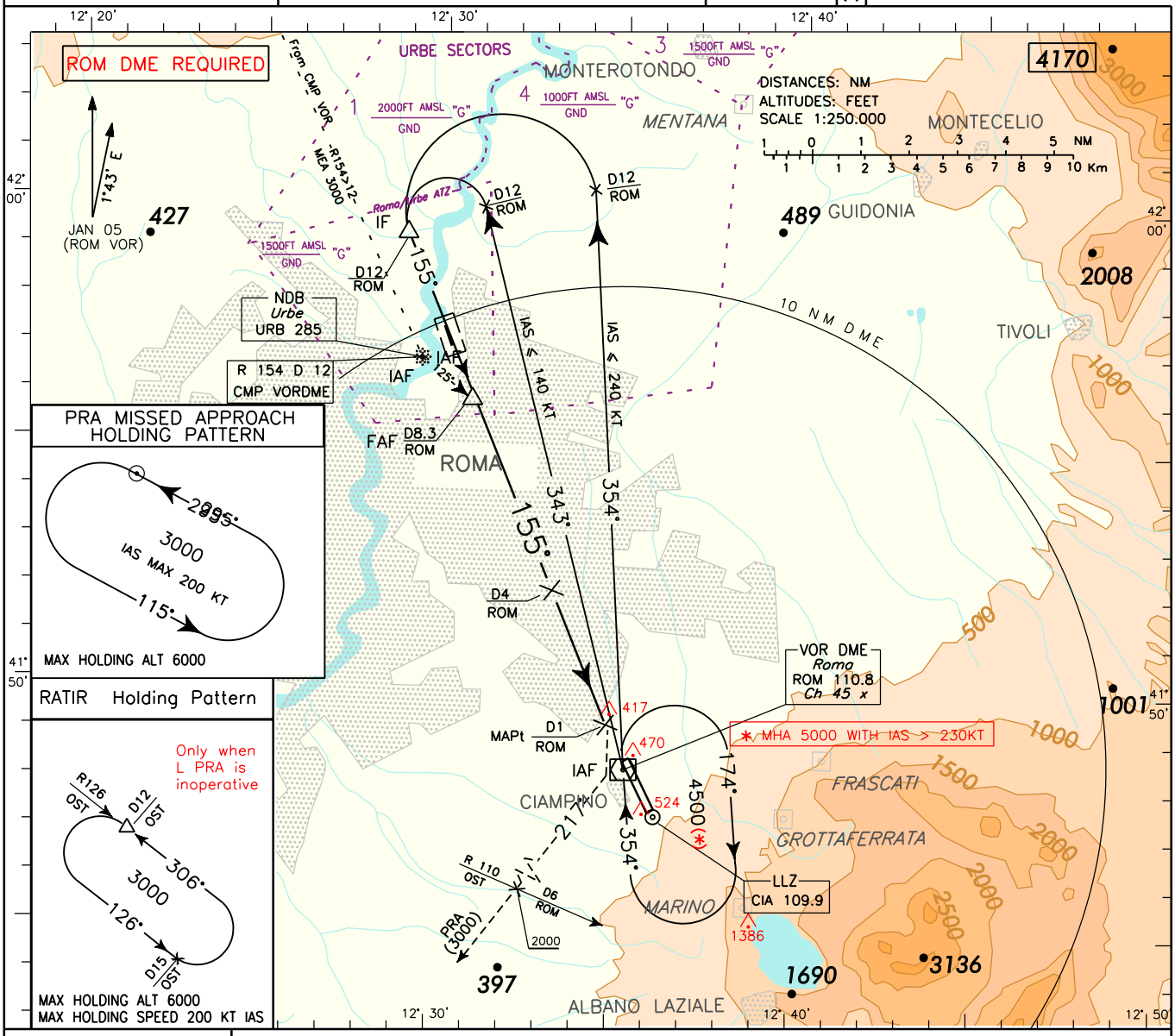
APP	TWR	AD ELEV	LIRA
Roma Arrivals 119.20 *Roma Director*	*Ciampino Tower* 120.50 *Ciampino Ground* 121.75	427	

ROMA/CIAMPINO

VOR–Z RWY 15

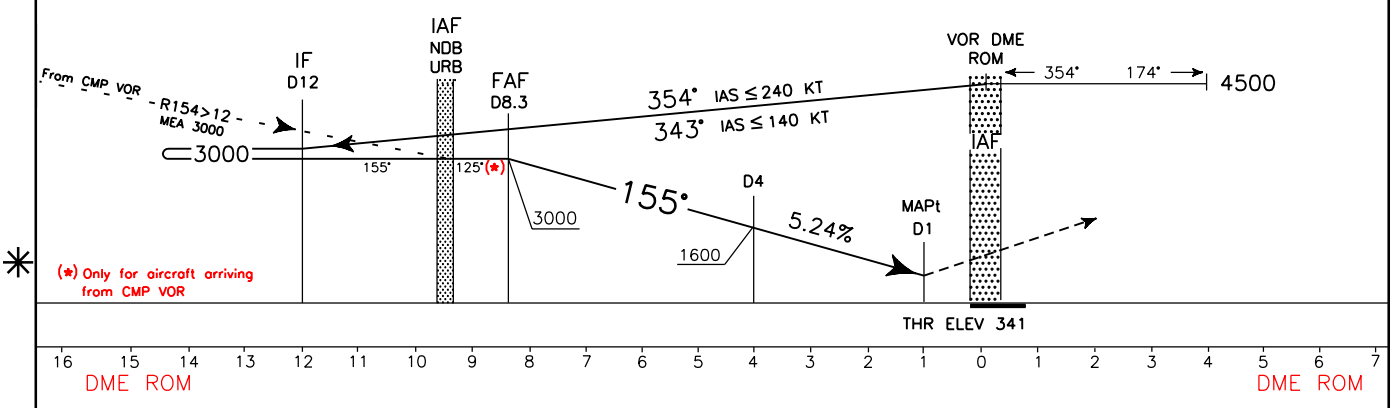
DOC.8168–ED.4–1993–AMD 12

NEW PROCEDURE



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 KTS) on RDL 217 ROM VOR to PRA L or RATIR in case of PRA inoperarive. Cross D6 (RDL/QDR 110 OST VOR/NDB) at 2000 Ft or above, PRA L/RATIR at 3000 Ft.



OCA (OCH)	A	B	C	D
STRAIGHT IN APPROACH – VOR	750 (409)			
STRAIGHT IN APPROACH –	WARNING: TIMING NOT ALLOWED FOR DEFFINING MAPt			
CIRCLING (1)	1100(673)	1200(773)	1700(1273)	1830(1403)

REMARK (1): CIRCLING TO RWY33 FLW INSTR APCH PROC RWY15:
- IS ALLOWED ONLY IF PAPI AND RTIL RWY33 ARE AVBL.
- IS ALLOWED ACCORDING TO REGULATION PUBLISHED IN AIP AGA 2–39.3.5 LOC FLT RESTRICTIONS.
- IS ALLOWED ONLY W OF THE FIELD.
- DUE TO SIGNIFICANT OBST SHALL BE PERFORMED WI 4NM ROM DME WITHOUT OVERSHOOTING EXTENDED RCL. MIL AND STATE FLT NOT AFFECTED.

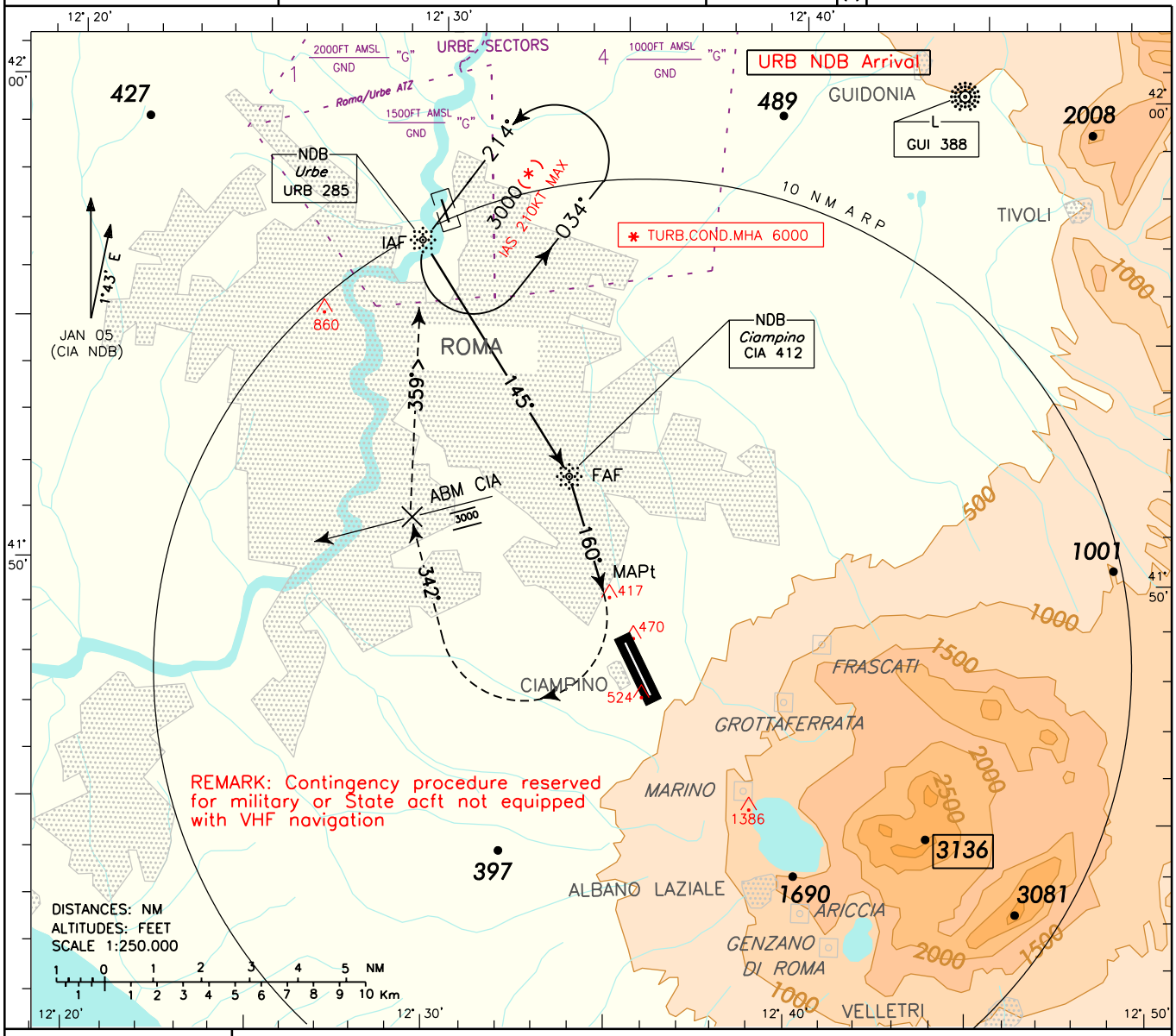
FT PER MIN	GS	FAF MAPt 7NM	DIST	ALT(HGT)
425	80	5:15	7DME	2564(2223)
531	100	4:11	6DME	2246(1905)
637	120	3:30	5DME	1928(1587)
743	140	3:00	4DME	1610(1269)
849	160	2:37	3DME	1292(951)

MNM SECT ALT

VOR ROM 175 8100 3800 270 045 7100

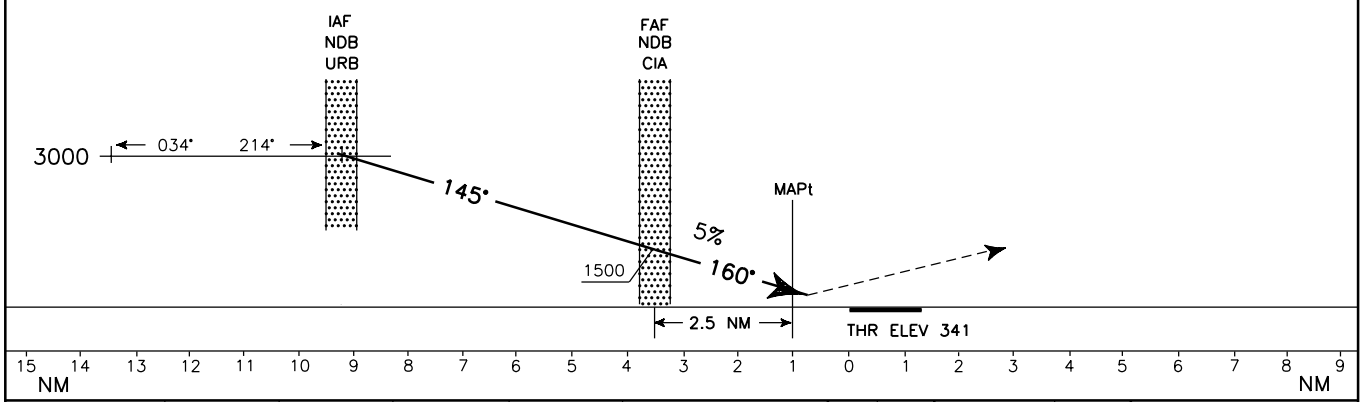
ICAO – INSTRUMENT APPROACH CHART

REMARK: RWY 15 traffic pattern right REMARK:final TR offset 10° from RCL. TR intersect ext. RCL at 1400m	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Ciampino Tower* 120.50 / *Ciampino Ground* 121.75	AD ELEV 427	LIRA ROMA/CIAMPINO NDB RWY 15



TRANSITION ALT 6000

MISSED APPROACH: As soon as possible turn right (IAS MAX 185 during turn), on track 342° climbing to 3000Ft. Cross ABM CIA NDB at 3000Ft steady then URB NDB on trak 359°.



OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	NDB	1100 (759)			
CIRCLING		1100(673)	1200(773)	1700(1273)	1830(1403)

REMARKS FOR CIRCLING

CIRCLING TO RWY33 FLW INSTR APCH PROC RWY15:

- IS ALLOWED ONLY IF PAPI AND RTIL RWY33 ARE AVBL.
- IS ALLOWED ACCORDING TO REGULATION PUBLISHED IN AIP AGA 2-39.3.5 LOC FLT RESTRICTIONS.
- IS ALLOWED ONLY W OF THE FIELD.
- DUE TO SIGNIFICANT OBST SHALL BE PERFORMED WI 4NM ROM DME WITHOUT OVERSHOOTING EXTENDED RCL. MIL AND STATE FLT NOT AFFECTED.

FT PER MIN	GS	CIA–MAP 2.5 NM
405	80	1 : 52
510	100	1 : 30
610	120	1 : 15
710	140	1 : 04
810	160	0 : 56

MNM SECT ALT

NDB CIA

5300 200 8000 110 280 2200 020 6500

DOC.8168–ED 4. AMD 12

NEW PROCEDURE

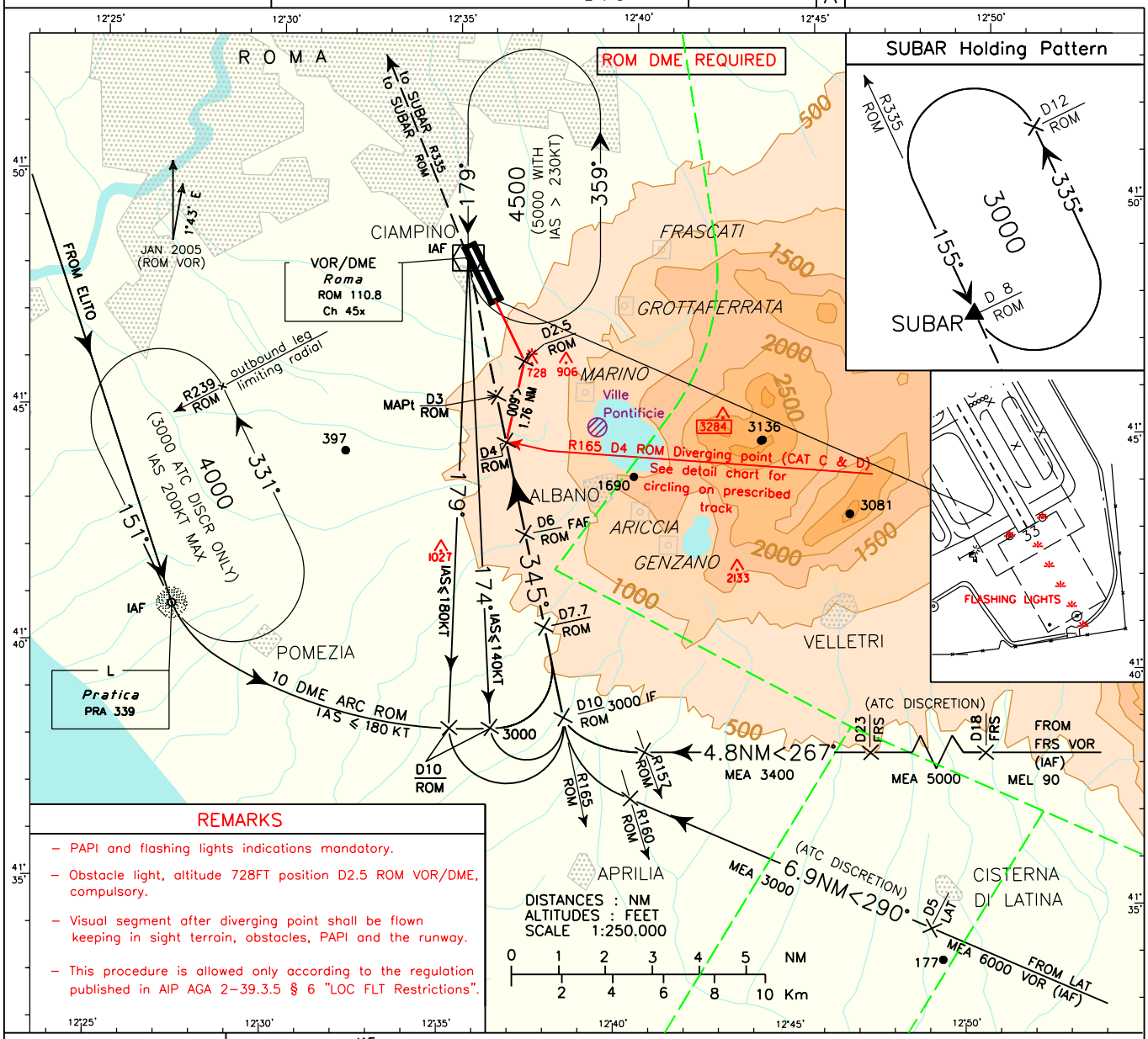
ICAO — INSTRUMENT APPROACH CHART

WARNING:
(345)° is instrument final approach track not aligned with runway 33 longitudinal axis

APP	TWR	AD ELEV	LIRA
Roma Arrivals Roma Director 119.20	Ciampino Tower 120.50 Ciampino Ground 121.75	427	

ROMA/CIAMPINO
ATC DISCRETION
VOR A (CIRCLING) RWY 33

CHANGE: "OBSTACLE LIGHT" REMARK UPDATED

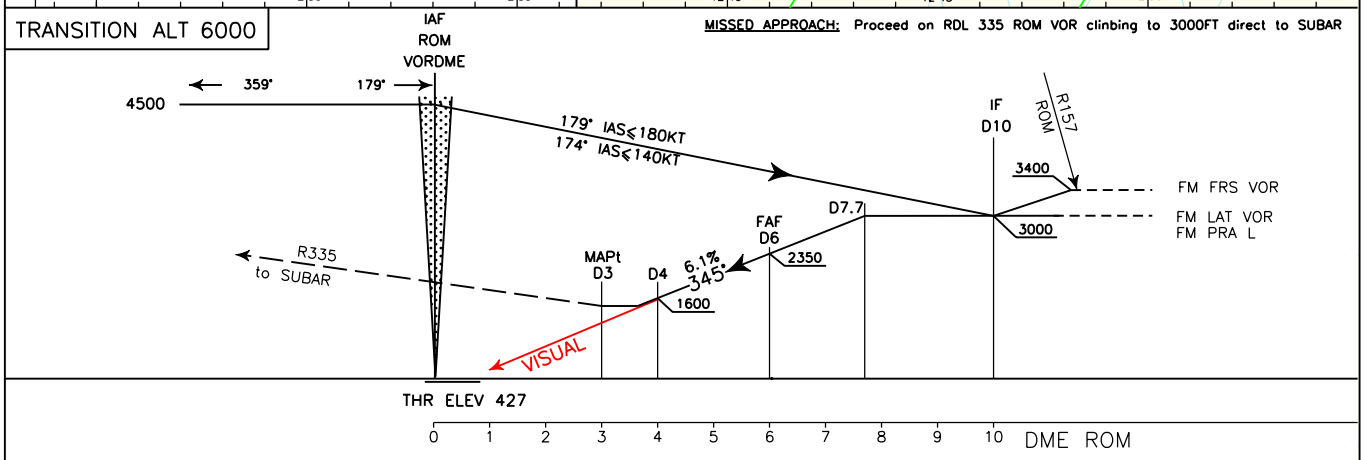


REMARKS

- PAPI and flashing lights indications mandatory.
- Obstacle light, altitude 728FT position D2.5 ROM VOR/DME, compulsory.
- Visual segment after diverging point shall be flown keeping in sight terrain, obstacles, PAPI and the runway.
- This procedure is allowed only according to the regulation published in AIP AGA 2–39.3.5 § 6 "LOC FLT Restrictions".

TRANSITION ALT 6000

MISSED APPROACH: Proceed on RDL 335 ROM VOR clinbing to 3000FT direct to SUBAR

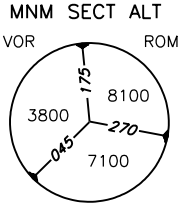


OCA (OCH)		A	B	C	D
CIRCLING ON PRESCRIBED TRACK	SEE DETAIL CHART	1350 (923)			

CIRCLING ONLY TO RWY 33 ON PRESCRIBED TRACK

FT PER MIN	GS	FAF MAPt 3NM	DIST	ALT(HGT)
500	80	2:15	7.7 DME	3000(2573)
625	100	1:48	7DME	2725(2298)
750	120	1:30	6DME	2350(1923)
875	140	1:17	5DME	1975(1548)
1000	160	1:08	4DME	1600(1173)

MNM SECT ALT



VAC ROMA/CIAMPINO RWY 33

PRESCRIBED TRACK FOR VISUAL MANOEUVRING TO RWY 33

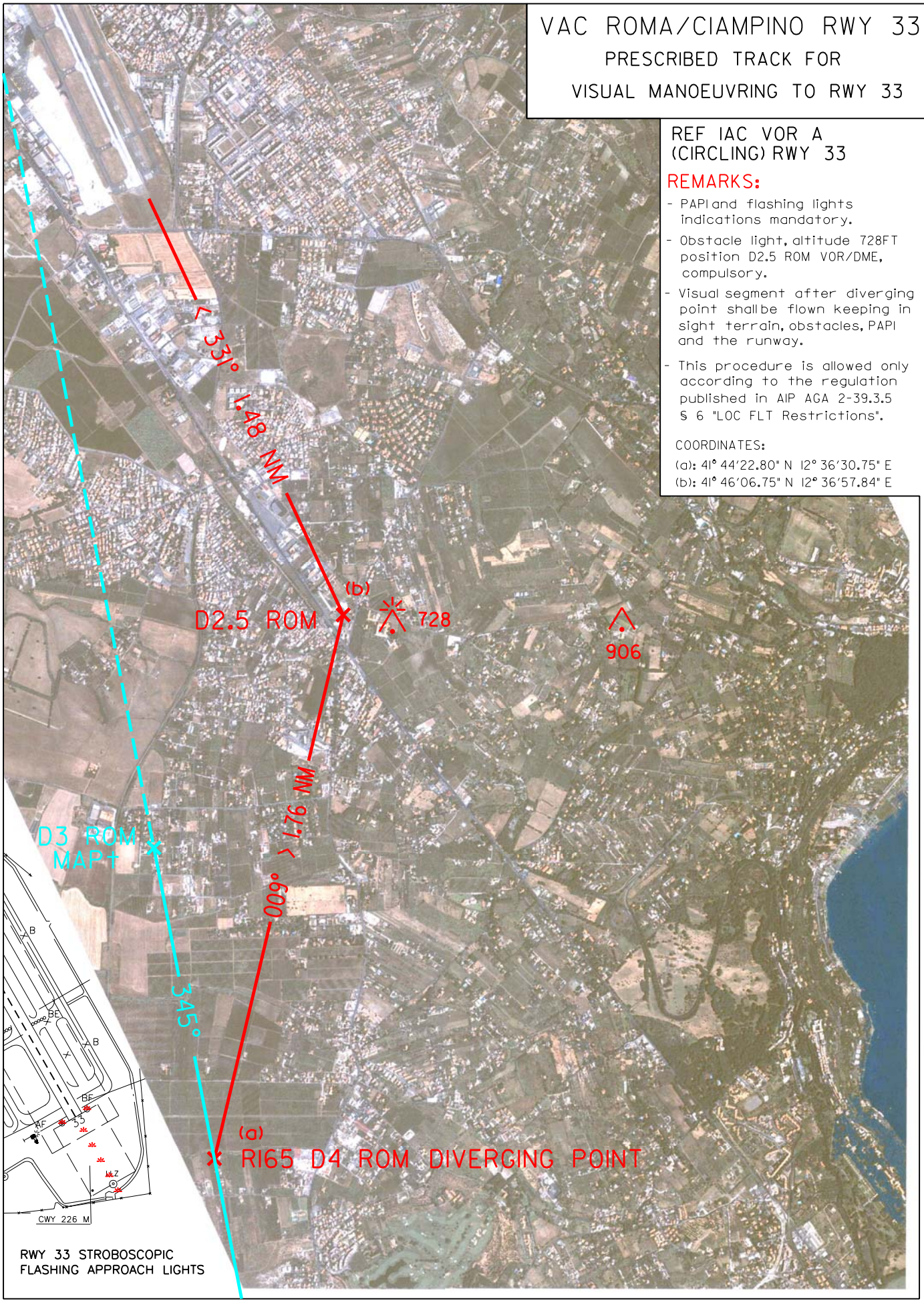
REF IAC VOR A (CIRCLING) RWY 33

REMARKS:

- PAPI and flashing lights indications mandatory.
- Obstacle light, altitude 728FT position D2.5 ROM VOR/DME, compulsory.
- Visual segment after diverging point shall be flown keeping in sight terrain, obstacles, PAPI and the runway.
- This procedure is allowed only according to the regulation published in AIP AGA 2-39.3.5 § 6 "LOC FLT Restrictions".

COORDINATES:

(a): 41° 44'22.80" N 12° 36'30.75" E
(b): 41° 46'06.75" N 12° 36'57.84" E



CHANGE: "OBSTACLE LIGHT" REMARK UPDATED

ICAO – VISUAL APPROACH CHART

SCALE 1:250.000 — 0 5 NM — 0 5 Km

REMARK: FOR URBE VFR ROUTES DETAILS SEE ALSO AIP AD 2 LIRU 8-1 and 8-3.

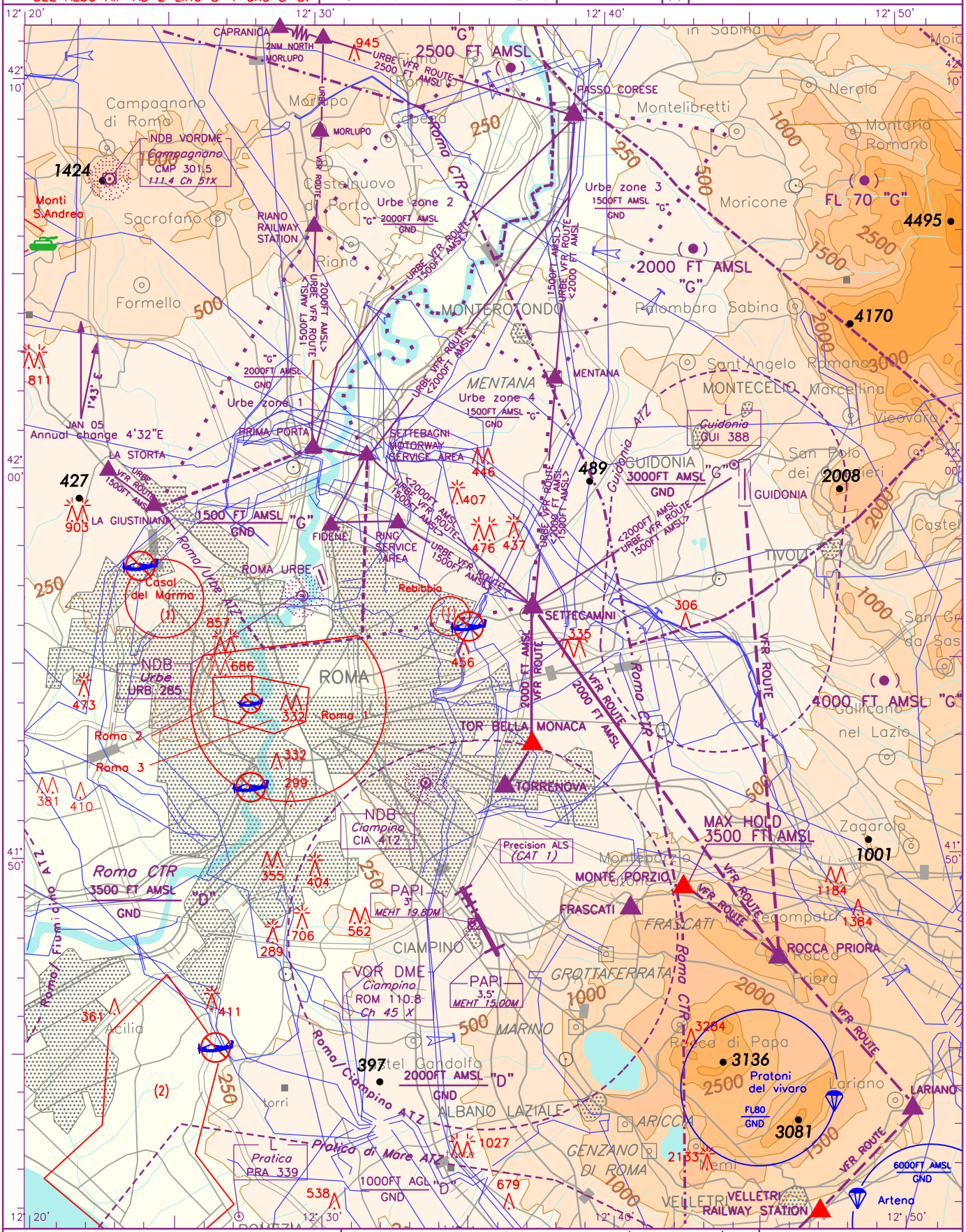
APP	Roma Arrivals	119.20
	Roma Director	119.20
TWR	Ciampino Tower	120.50
GND	Ciampino Ground	121.75
FIS	Roma Info	125.75

AD ELEV 427

LIRA

ROMA/ CIAMPINO

CHANGE: UPDATED CHART



AIRSPACE CLASSIFICATION – See AIP ENR 1.4

- Visual holding gate (on entry clearance shall be requested before proceeding)
- Visual reporting points
- Parachuting activity See AIP ENR 5.5.1
- VFR SECTORS (See AIP ENR 6.3-9)
- Military firing area See AIP ENR 5.2.1-15
- Urbe Aeroclub training areas (See also AIP ENR 6.3-9)

(1) Overflying interdicted at or below 1500 Ft (see AIP-ENR5.6.1)
(2) Overflying interdicted at or below 1500 Ft (see AIP-ENR5.6.2-27)
Roma 1, 2, and 3 areas: See AIP ENR 5.6.1-7/9
VFR ROUTE Suggested VFR ROUTES – (SPACE "G")
(●) MAX VFR ALTITUDE/LEVEL USABLE IN THE SECTOR (see also AIP Italia – ENR 6.3-9)

TRANSITION ALTITUDE 6000FT

Railroad
Power line (with or without)
Bearings are magnetic
Elev and Alt in Ft AMSL.